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EC:JAM

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NAVY DEPARTMENT

WASHINGTON, D. C.,

21 February, 1925.

Dear Sir:

The name of the vessel about which you inquire in your letter of February 9, 1925, on which Henry W. Fitch was an Assistant Engineer, was the U.S.S. NARRAGANSETT. In Hamersly's "Records of Living Officers of the U.S. Navy", 3rd edition, an account of Mr. Fitch can be found, in which it is stated that he was a Third Assistant Engineer on the U.S.S. NARRAGANSETT, Pacific Fleet, 1859-1860. He is also mentioned in the Navy Register for 1860 as being attached to that vessel.

Very truly yours,

J.H. Sypher,
Commander, U.S.N.,
Superintendent.

Mr. Arthur C. Watson,
Old Dartmouth Historical Society and Whaling Museum,
New Bedford, Mass.

H. W. Fitch continued in the Navy, rose to the rank of Chief Engineer (rank of Commander) and died at Washington D.C., 19 May 1910.
J.H.S.

On Oct. 14 in this journal, name of vessel is given

SH

Explanation. This Journal was kept by Henry W. Fitch of Fairhaven while Assistant Engineer of a United States Man of War. whose name is not mentioned, but whose identity if required coud be readily ascertained.

Henry B. Worth

Old Dartmouth
WHALING
MUSEUM
LIBRARY
Historical Society

Mond Nov 14th, 1859.

Started fires under the boilers at 12 oclock midnight, and worked the engines untill 9 oclock A.M. when the order was given to cast off the fasts and back out of the dock, At 10 A M discharged the pilot and stood out to sea; wind blowing fresh from the N.W. and quite cool; Engines working very smoothly.

Tues 15th

Steaming out of Boſton Bay. with fresh breeze from the N W steering E S E, sea smooth. Watches set and all well Mr S, one of our mess executed a gymnastic feat in attempting to get into his hammock, that would have made a decided hit for a Ravel, and established the reputation of any ordinary performer. As it was, however, the audience encored to the echo, voted it one of the best jokes of the season.

Last part of the day steering S by W steaming easy, wind light from the Northard, and a heavy ground swell running. Stopped the Engines at seven bells, to cool off hot bearings and overhaul water valves of steam cylinders.

Lat 41°, 16' N
Long 69.

Wednes 16th

Made all sail on the ship, a wind blowing light from the Westard, steering S by W. several sail in sight. Started the Engines, at 9 P.M, and took in all sail. During the

Atlantic Ocean

last part of these 24 hours, steaming with light breeze & on starboard quarter and a smooth sea: propeller making about fifty turns per minute. and making but seven knots an hour which is a very low figure for the ship considering the circumstances. An opinion has been expressed by some of the knowing ones. that for speed, she is a complete failure. The machinery works well thus far. and the boilers give complete satisfaction as regards to making steam. Some of the traps and penny whistle attachments might be improved and altered to work more efficiently.

The men were mustered this morning after breakfast and their quarters assigned them in action. Afterwards manned one of the broadside guns. and fired several round of shot to test the range of the piece. saw several sail this forenoon. and the Hamburg steamer.

Steering W. by S the whole of these 24 hours

Lat 40°. 17' N
Long 70° 30' W

Dec 25th

Christmas at sea – and Sunday too – Instead of a good discourse, a fine choir and greetings with esteemed and beloved friends. our ears have been greeted with the perpetual chug, chug. of the engine, the rough discordant greeting of the coal buckets as the firemen hauled them over the floor. slaming and banging of the furnace doors fire tools and shovels; as the men were firing, the occasional roaring deafening sound of the escaping steam when the engines were stopped to cool bearings and adjust parts of the machinery; and united with all of these noises. we had the sickening heat of the fireroom, and the delectable odors of the bilge and the stewing frying oil used on the engines." Not the most pleasant Christmas one could pass, but life has it's ups and downs, and this is one of the downs, so it behoves us to take it as philosophically as possible, and trust to our fortune for a more pleasant one next year

We enjoyed one of the grossers pleasures if deprived of higher enjoyments, for our dinner was a very fine one for man of war at sea, as we had a roast turkey, oyster pie, plum pudding, and some champagne and rasins as a sort of after piece, a better dinner I trow, than many a poor fellow or woman ate, a merry Christmas to all and many more to come, and never want a meal or be deprived of a warm place to sleep in.

The last days entry was at sea on our trial trip from Boston to Norfolk, of one week, where we arrived Nov th safe and sound but with a very poor report of the vessels performance both under steam and canvass. The utmost speed made by the ship under most favorable circumstances was only 9 or 10 knots; and that with steam and sails combined. We have been laying at N the whole time since our arrival, waiting to have the engines finished, and for the Department to come to some conclusion in regard to the final destination of the ship. The present trip is to test still further the qualities of the ship, under the immediate observation of a Board of Naval officers whose report will decid the matter.

Our speed has been very low and has

disappointed the expectations of every one

April 1st Since the last entry in this Journal over three months have elapsed. The ship having been detained at the Navy Yard Gosport. awaiting a new screw and some addition to her keel in order to increase her speed.

We left the Navy Yard Sat April a few minutes past 1 P M and anchored the same night in Hampton Roads. remained untill morning when we proceeded to cruise off and on the mouth of Chesapeake Bay to test the steaming powers of the ship. The speed attained although very fair hardly came up to the expectations of the officers; anchored the same night in Lynnhaven Bay experienced a heavy gale of wind that night and remained at the anchorage Monday; put to sea Tues morn and have made a fine run, thus far. We have had one heavy gale of wind. lost the port waist boat which was taken off from the davils by a heavy sea. The hatches were battened down fore and aft. which made the fireroom watches very close and hot. The ship is very wet and uncomfortable, and rolls fearfully. We are in good weather today, screw triced up, sailing under all sail wind light from the Northward. steering E by S

Lat 34° 26' N
Long 61°-45 W

April 4th Lat 36° 36' N
Long 72° 49 W

" 6th Lat 34° 59' N
Long 70°-55' W

April
Atlantic Ocean.

Mond 9 Weather very fine with light, with some swell ship rolling heavily. At 11 30 A.M. shook reefs out of topsails and set top gallant sails which eased the ship very much. A large ship showing English Colors passed us some 3 miles to windard steering to the Northward starboard tacks aboard. Saw a sail right astern but soon sunk her. At 5 P.M. wore ship wind light from E. Nothing of any importance occurred today; some of the hands working on the engines and boilers.

Sund 8th Lat 33° 40' N Lat 32°. 1' N
Long 58°-51 W. Long .

Tues 10th Started fires this morning and started the Engines about noon. wind very light from the South. saw a sail on the Starboard quarter. and another astern; we soon left them after we commenced steaming.
A finback whale and a blackfish spouted around the ship this morning. and a albicore was seen once or twice.
We have had a very good opportunity to try our steaming powers today as the sea has been very smooth and very little wind, but the log shows no improvement in speed. and she rolls like a log, while under steam. 8½ knots, 60 turns of the Screw is the best time we have made. The greater part we have been running 7. 7.5 the Engine making from 48 to 50 turns. The Capt has restricted the amount of coal to 40 buckets a watch which of course cuts down the steam.
Fools and nincompoops are not all dead yet and some of them go to sea.

April

Atlantic Ocean

Tues 10th con. The Purser has been serving out clothes and cloth today and quite a number of the officers invested as the Purser's prices are always fair if his goods are not, and economy is studied aboard of a man-o-war to a much greater extent than people suspect.

By way of variety we had green peas for dinner; quite a treat a weeks sail from land and so early in the season.

We expect to get the N E trades tomorrow or next day and then up comes the old screw again

Lat

Lat 32° 21' N
Long 56° 52' W

Wednes 11th Wind light the most of these 24 hours steering E by S. Hoisted the screw about 4 P.M. wind freshening and hauling to the Westerd. The fires were banked however as the Capt was afraid that the wind would not last. An amusing panic was created among the shoulder straps when it was announced that only five days coal was on board. The screw was aired immediately.

Lat 32°-11' N
Long 56°45' W

Thurs 12th A fine breeze has been blowing the whole night and all day studding sails set alow and aloft, making seven or eight knots the greater part of the time weather very fine and warm, and all hands in as good humor as possible under the circumstances. Saw a number of dolphin playing around the ship but did not hook any. At the sunset hauled in the lower studding sail and the staysails. The old fogyism of the quarter deck being fearful of trusting them out over night, although the weather was very [illegible] & there is

Lat 31° 34'
Long 50°-45'

April 13th **Atlantic Ocean.**

Weather very fine and pleasant with a very fine breeze from S & W. steering E S E. studding sails set alow and aloft.
Nothing occurred to change the monotony of sea life this day. The Grand Vizier (1st Lieut) promulgated an order that the steerage should be reported every morning before 10 o'clock ready for inspection by par excellence. which order was received with much indignation by the mess. and more notice and attention was paid to it than it deserved; but we are idle now and it proves the old adage. give a man nothing to do and plenty to eat aboard of a ship and he will growl from one end of the day to the other.

Lat 31° 47' N
Long 47° 19' W

Sat 14th The same beautiful weather and wind has favored us only the wind has hauled a point or two to the S and our is changed to S E by E. which brings us on a bowline and all of the studdingsails in. The beautiful silvery clouds that have floated over us for the past few days have gave way to others of a dark and threatening appearance. and the mackerel sky so called by the old salts) promises more wind and from a different quarter; I hope it will come from the N and give us a good lift on our long journey. and avoid steaming again. however there is but five days coal aboard and we have the Line to cross and Horse Latitudes pass yet so the coal will be made the most of.
All hands were called to air their hammocks and bedding and in truth they needed it enough.

April

Atlantic Ocean.

Sat 14th The hammocks looking as though they had served a campaign in a coal mine. Nothing more of note transpired worthy of notice

Lat 31° 24' N
Long 44° 00' W

Sund 15th Nothing today to relieve the monotony of sea life. The weather has been very pleasant, wind nearly S steering by the wind on the starboard tack. Saw a sail on the lee bow and passed another steering to the westerd. This afternoon saw a sail on the weather quarter steering N E. wind has been very baffling and light this afternoon. and this evening had a heavy rain squall and some prospect of the wind hauling to the N.

Lat 31° 16' N
Long 42° 26' W

Mond 16th Steaming again today after a long rest. The wind which has been baffling and light hauled more to the S so the Capt concluded to try the screw a short time. and it was accordingly lowered this morning about 7 o'clock and has been going all day except two hours delay to replace delivery valve on the salt water air pump which was carried away. Our speed has not been very satisfactory; wind light ahead sea smooth 45 turns 6 to 7 knots. this evening 60 turns 8.5 knots,

The Chief Engineer and the Grand Vizier came to loggerheads today about some nonsensical regulation which the latter wished to enforce. Mr F took very firm and decided ground against it to the great satisfaction of the Assts. We have seen a number of ships today. but have not passed near enough to speak any of them. Have seen a large number of Portuguese men of war, which is considered

April

Atlantic Ocean

Mon 16th by the old sails as sign that we are near the N E trade winds.

Lat 31° 25' N
Long 39° 50 W

Tues 17th Bunk, bunk bunk — bunk bunk bunk, the engine has been going all night and all day without stopping; The sea has been very smooth and a light wind right ahead and we have made very good time under steam. Our course has been S ½ E making Lat as we have got quite far enough to the East. Passed very near to a ship this morning but not near enough to hail her; saw two or three others but very distant. The coal is disappearing rapidly and if the screw is kept in the water much longer, we shall have to depend on the rags to carry us along. Par Excellence made the remark today that he should stop steaming tomorrow wind or no wind. to which the Assts Engrs say amen.

Lat 29° 06' N
Long 37° 46' W

Wednes 18th Triced up the screw this morning although the wind was very light and has been so all day; but we could not steam and keep our coal too, so we shall have to trust to dame fortune for a fair wind. There has been light catspaws from the N E all day moving the ship about 1 or 2 knots. The Nautilus abound in great numbers in this part of the ocean and relieve the monotony of the ocean by their little sails as they float by the ship. Our course has been ~~by~~ S ½ E and we have made more Lat than before.

Lat 26° 34' N Long 36° 50' W

April Atlantic Ocean.

Thurs 19th Calm and pleasant weather today and very warm; the appearance of the clouds indacate that we are in the N E trades, but the wind is minus as yet. The firemen have been overhauling the Engines and looking at the bearings &c. But very little going on on deck, except the Carpenter's gang who are making chocks for one of the waist boats: the men pass their time in sewing on the Pursers clothes and making sinnet hats; at night amuse themselves by a little sparring with a pair of gloves. A squad of seamen are drilled every day in the infantry or small arms exercise which affords much fun as Jack was never intended for a soldier and any attempt to make him such is looked upon by him as a great Joke.

Lat 25° 54' N Long 36° 37' W

Fri 20th Wind very light and dead ahead from S. Nothing of any note occurred to day.

Lat 25° 40' N Long 36° 49' W

Sat 21st Under sail all day, wind S sailing by the wind. Saw a barque about five miles distant steering N.

Lat 25° 26' N Long 36° 38' W

Sund 22d Started fires this morning under starboard and donkey boilers to see if steam could be kept up under with one boilers alone started the engines about 12 M, running 40 to 50 turns 12 to 15 lbs steam. making 5 and 6 knots wind S sea smooth heavy swell from NE steering S by E. Engines not working well

Lat 25° 31' N
Long 35° 38' W

Atlantic Ocean.

April Mond 23d

Hoisted the propeller today at 3 P.M. and made all sail upon the ship wind light from the E steering by the wind. Saw a large ship to windard steering N. saw another about sunset steering the same course but could not make her out. Sogers and sailors were exercised in their usual drill of small arms. Weather clear and pleasant tonight. light breeze from the Eastward steering S½ W. sea smooth with heavy ground swell running from the N W.

Lat 23° 53 N Long 34° 45' W

Tues 24th Fine breeze from the Eastward all day steering by the wind on the Port tack, sea smooth with considerable ground swell running. A brig passed us some five miles to windard steering N.

The usual routine of sea duty, quarters, exercise of small arms, and then do nothing as hard as they can.

Lat 22° 12 N Long 34° 40' W

Wednes 25th Fresh breeze all day from E steering S by E ½ E. sea quite rough ship rolling heavily. Some of the firemen have been at work overhauling the Engines. Saw two or three sea birds flying around the ship.

Lat 22° 07' N Long 33° 33' W

Thurs 26th Strong wind from the E, and squally. steering S S E. to S.

Lat 17° 33' N Long 32° 09' W

Fri 27th Fresh Breeze from E steering by the wind on the Port tack

Lat 14° 50' N
Long 30° 44' W

Antlantic Ocean.

April Sat 28th, Nothing worthy of note occurred to day. The wind continued fresh from the E the most of the night when it moderated to a light breeze. This afternoon it hauled more to the N. set fore topmast and top-gallants studding sails. Weather very fine an quite warm.

Lat 12° 37' N
Long 29° 15 W

Sund 29th All hands mustered in White pants today for the first time since we sailed A large white bird with red bill and two long feathers extending from his tail flew around the ship several hours; It is known as the Boatswain among seamen, Flying fish and flying squid are very abundant in these latitudes. We have had a fine breeze with smooth sea and have made a very good days run.

Lat 10° 29' N
Long 27° 50 W

Mond 30th The Pivots gun crew were exercised at their quaters, and one round of shell fired. The discharge was not so loud as I expected; but the shell made a thrilling noise tearing through the air and exploded about one mile from the ship with a dull heavy report and scattered the fragments in every direction One cannot be too safe from such customers The gunner stated that one round cost goverment about $14,00 just an able seaman wages; a very substantial arguement for peace reformers to use against the barbarous trade

Atlantic Ocean.

April – May

Mond 30th of war. Wind has been light the greater part of this day, from NE steering SSE. One of the Marines got wrathy at one of his fellows, and smote him in the eye to the great ~~of~~ damage of marine number two, Marine number one was politely put in irons for this turbulent outburst of his combativeness.

Lat 8° 16' N
Long 26° 55' W

May Tues 1st A most beautiful day, and a light breeze from the NE all day, varying from 6 knots to 9. The wind freshens during the night and moderates during the day, making an average breeze during the whole 24 hours. We begin to feel the heat as we are very near the Line, and the awings and wind sails are very acceptable to every one. A number of the officers appeared in white suits today, but they are the idlers for the most part.

Last night the Southern Cross was visible for the first time, which is one of the most beautiful constellations in the Souther Hemisphere. We shall sink the North Star in a night or two, and change it for other constellations.

Lat 5° 52' N
Long 26° 24' W

Wednes 2d A change in the weather today; The Capt got into a most ludicrous fright this forenoon while the Gunner had the deck because a rain squall made its appearance to windward; and had all sail but the topsails taken in, and made a great

Atlantic Ocean.

May Wednes 2d Car.. hubbub generally. The squall amounted to nothing but give the ship a good washing, and affording Jack the same for he seldom gets an opportunity to bathe but when he does, he goes into it with a zest and spirit worthy of emulation. The squall killed the wind, so we tried the screw this afternoon, with the starboard boiler, and the liberal allowance of 8 buckets of coal per hour; run two or three hours, and then, stopped with 3 lbs of steam. After a short time started ahead again. While furling the mainsail, Jones Captain of the fore top fell from the yard and striking McGregor who was on the after fireroom hatch, knocked him into the ~~hold~~ fireroom and bruised him most severely, and then fell on deck injuring his head in a horrible manner. Cots were soon provided by the Carpenter, and they were made as comfortable as possible under the circumstances.

Lat 2° 59' N
Long 25° 50' W

Thurs 3d Steaming all day but making only 5½ or 6 knots, weather squally but no wind. Passed a ship and a brig this afternoon, the former showing American colors and signals, but they could not be distinguished; the brig was a Hollander. A number of Skipjacks were around the ship this morning, but none were taken. This afternoon, the Capt took alarm at the coal figures, and the propeller was aired instanter; very agreeable for the Engineers.

4th Fri { Lat 0° 6 N
Long 25° 52 W

Atlantic Ocean.

May Fri 4th Light baffling wind from S.E all day. Saw several vessels very distant.

Thurs 3d { Lat 1° 14' N
Long 25° 50 W

Sat 5th Light breeze and calms the most of the day; wind S.E. steering by the wind on the Port tack. Saw a large ship on the lee bow steering the same course; we gained on her slowly and at sunset she was about 6 or 8 miles distant.

This evening it is very pleasant with a bright moonlight, smooth sea and very light breeze.

Lat 0° 59' S
Long 26° 53 W

Sund 6th Moderate breeze with considerable swell steering by the wind on the Port tack. This afternoon the wind hauled more to the Eastward enabling the ship to go her course S ½ W. Very fine weather and very warm. thermometer nearly 100°!

Lat 2° 08 S
Long 27, 51 W

Mond 7th Fine breeze today from the S.E. with a long heavy ground swell.

Saw several sails, and one, a herm brig showing Hamburg Colors passed about a mile distant. All hands were called to quarters this morning by the roll of the drum and the thrilling notes of the fife. By way of variety we had a smart rain squall about noon which washed down the ship in good style and gave Jack some fresh water for a wash. Lat 3° 44 S
Long 28° 17 W

Atlantic Ocean.

May Tues 8th Nothing of any importance occurred today. The S E trades have not been steady since we ~~tecived~~ took them, and today the wind has been light and baffling.
Lat 5° 08' S
Long 30° 02 W

Wednes 9th And there was a great calm
Lat 5° 57' S
Long 30 38 W

Thurs 10th Light breeze from S E. Passed an English Barque this forenoon.
Lat 6° 56' S
Long 31° 36 W

Fri 11th Light baffling winds and calms; not very encouraging to the ship's company, and prophetic of a long passage to Rio. Nothing to do but growl and find fault, which the Engineers' Mess of this ship outdo any other Mess, and might challenge competition.
Lat 7° 59' S.
Long 31° 31' W.

Sat 12th, Light winds
Lat 9° 31 S
Long 32° 32 W

Sund 13th, Calms and very light winds with heavy ground swell from S E.
Lat, 10° 22 S
Long, 32° 47 W

Mond, 4th, Last night and this morning we had a hard rain storm with no wind however, and it was very acceptable to the men who turned to en masse to scrub their clothes and themselves too. It cleared

Atlantic Ocean.

May - Mond 14th; away about 9 A.M., and it has been a dull tedious calm all day, with a very heavy swell running from the Southward; the ship having no steerage way, would turn around the compass, first in the trough of the sea and then head on this evening however we were favored with a light breeze from S. right ahead; small favors thankfully received; for anything is better than a calm with its dull and listless motion.

This afternoon a little incident occurred to relieve the monotony of our monotonous life, and furnished an item for all who kept private journals.

A shark was seen from the stern, and a line and hook was thrown over baited with a piece of pork, which John espied instantly and ~~and~~ without further ado snapped it and tried to swallow it; but the hooks were rather difficult ~~of~~ to masticate, and he was not hooked untill the fourth bite when he was hauled close to the ship and an iron put into his system as a precaution against the hooks giving away; but they held on well, and he was hauled safely aboard and landed ~~safely~~ on the poop. All hands rushed aft to see his sharkship, and all discipline was forgotten for a few minutes, when the officer of the deck cleared the deck in an instant and three or four of the main-top-men dissected quite as quickly and effectually if not quite so artistically as a new fledged M.D. Nothing but a piece of pork was found

Atlantic Ocean.

May. Mond 14th, in his gullet; and after a few choice cutlets were appropriated for Jacks' mess, and also his jaws taken out, his remains were thrown overboard as a warning to all other sharks not to trust to appearances. He was quite a small one, about five or six feet long, and two rows of teeth around each jaw. Our mess had a piece fried for supper, which some of the dainty young men of this mess pretended to consider a great delicacy; but copious doses of Worcestershire sauce and catsup to make it go down. Some feeble attempts at wit were made after tea, by one or two of the aforesaid young men, but they were promptly frowned down by the older members of the mess, on the ground that any undue exercise of that faculty, while under the influence of Shark meat would certainly be followed by a corresponding fit of stupidity, at some subsequent time. A sail was reported, but too distant to make out

Lat 10° 39' S.
Long 33° 02 W.

Tues 15th, Saw several sails today, one of which was a large merchant ship supposed to be the same one that we passed May 3d. Measured the coal remaining in the bunkers to day and found seventeen tons and a fraction. Light winds and calm, with a very heavy ground swell running from the S. One whole mile of Latt was made today, thereby showing some things can be done as well as others.

Lat. 10° 40' S
Long, 32° 51' W

Atlantic Ocean

May. Wednes 16th. Very light winds and calms all night and all day, with the same old swell from the S. which would seem to indicate very heavy weather at the Southward.

This afternoon about 5 P.M. spoke ship Cromwell of Boston, 46 days from Boston bound to Calcutta, She was very deep. supposed to have a cargo of ice. Among the passengers were two or three ladies. the only ones we have seen since we left Norfolk. Our officers in their eagerness to catch a glimpse of them crowded the poop in all sorts of dress, regardless of the improper appearance to a stranger ship. and the Capt gave them an invitation to go down and dress in uniform. All of the glasses and lorgnetts were brought into requisition, to obtain a nearer glimpse of the fair sex. and they reciprocated the act in good earnest, for they stared as hard and as constantly as their eyes would permit. Whether they were interested in our ship as a man of war, or whether it was a deeper interest in the officers, has not yet been ascertained; but if they have ever seen a well disciplined ship and one kept in good order, this craft would not excite their admiration to an unlimited extent. She kept within a short distance untill dark, when she kept off a point and we soon lost sight of her. Several sail were seend during the day, but very distant.

Lat 11° 22' S
Long 33° 14 W.

Atlantic Ocean.

May 17th, Our Boston friend was in sight this morning, on the lee bow, but could only be seen from the mast-head; but the wind hauling to the northward, we kept our course S by W. and set studding sails while Bosty kept close to the wind and we soon lessened the distance between us. We crossed her wake this afternoon, some two miles distant, and to night she was just in sight on our weather beam; probably the last we shall ever see of her, unless some chance should bring us together on our station. Our courses are widely different, she bound to the Indies, while we have a two years cruise in the Pacific. A hearty wish for her success as well as our own, and a safe return to the friends left behind. This evening the wind is nearly astern, which gives a very unpleasant motion to the ship, Another sail was reported on the weather quarter this afternoon; we also passed an English brig this morning (within hail) 20 days from Rio bound to Falmouth England

Lat 12° 45' S
Long 33° 45' W

Fri 18th, Light baffling winds all night and all day, veering from N E to N W steering S S W. A heavy ground swell running from E. Started Fresh water Apparatus this forenoon, Lat, 14° 16 S
Long, 33° 51 W

Sat 19th, Fine breeze tonight from E steering S W by S. studding sails set, making 7 and 8 knots which is very gratifying to the ship's company after the tedious calms, and baffling winds we experienced the past few days.

Atlantic Ocean.

May. Sat. 19th, Passed a French bark this forenoon, steering N; She was light, and had painted ports.

Lat. 15° 05' S.
Long. 34° 01' W.

Sund 20th, Fine day with a good wind all day, but tonight it is calm again. Exchanged signals with a Brazilian herm. brig, this afternoon, which had been in sight all and steering very near the same course as we were; at sunset she was only a mile distant. A barque was also in sight at the same time, on the lee beam, and another on the lee quarter.

Lat. 16° 46' S.
Long. 34. 49. W.

Mond 21st, We were beat to General Quarters this afternoon, for the first time since leaving Norfolk. The decks were cleared up, hatches battened down, pumps rigged, guns cast loose, and the men had each a pistol and a cutlass served out to them, while the Marines were drawn up on the quarter deck armed and equiped as the law directs ready to deal death to the enemy when they appeared. The men were first exercised with the great guns, and then the "order" was passed to repel boarders in the Starboard gangway; all the men immediately rushed for that part of the ship, the boarders with cutlass and pistol in hand crouching behind the bulwarks; the pikemen with their long pikes forming a line behind the boarders, while the marines stood up behind the pike-men. At a given word, the boarders

Atlantic Ocean.

May - Mond 21st, started up and brandishing their cutlasses attacked the imaginary enemy, snapping their pistols in the mean time. while the pikemen made terrific thrusts with the long pikes over their heads and the marines firing rapidly or snapping their locks in imitation. After this sham fight had been carried on to the entire satisfaction of the Capt. they were recalled to their quarters again. and the alarm of fire was given by striking the ships bell very rapidly, The hose was rapidly coupled and led to the place designated. and the hand force pump put in operation. and worked to the satisfaction o. *all concerned*; then the order was given to run out the guns and secure, and then piped below. Two barks an (English and French) were but a short distance from our ship during the performance, and probably witnessed them, The English Capt was onboard of the Frenchman, and remained untill dark when he returned to his own ship. They were both steering the same course as our ship, but as the wind was light and spread more canvass they outsailed us. Our Brazilian friend was in sight *astern*. so we had some satisfaction in beating him,

Lat 17° 50' S
Long 36° 02' W

Tues 22d, Nothing of any importance today. the names of the barques we saw yesterday was the of London, and French barque

Lat. 19° 00' S
Long, 36° 37 W

Atlantic Ocean & Rio

May – Wednes 23rd; Fine breeze all day with studdingsails set, making five and six knots. Sounded several times, and found bottom, hard rock, at 50 fathoms.

Saw one or two sails.

Lat. 20° 34' S
Long. 37° 39' W

Thurs 24th, Fine breeze all sail set.

Lat. 21° 59 S
Long. 39° 54' W

Fri 25th, Started fires about 11 o'clock and the Engines about 1 P.M. Land was discovered at daylight, and we passed Cape Frio about 10 A.M. The Engines worked well and the ship made the best time she has ever made under steam. 65 to 70 turns made, 9 and 9½ knots, sea smooth Wind very light and directly aft; the wind soon died away and left it entirely calm. We made very good time however, and everything indicated a fine run into Rio and the anchor down by twilight, but unfortunately the forward crank pin got hot, and stopped the engine, which delayed the ship so that we did not arrive until 8 o'clock. The harbour and city looked very beautiful when we came in; the lights shining very brilliantly from the houses and streets lights.

Some of the Men of war had music on board which sounded sweetly after our long passage.

Sat 26th, The fires were banked all night, and early in the Morning, we started on a random excursion around the harbour, for the ostensible purpose of finding an anchorage, but the real object would be hard to determine; after a while

Rio Harbour.

Sat 26th, however the "Faculty" were satisfied that the precise spot had been found, and the anchor was submerged instanter in 30 fathom of water, and quiet reigned in Warsaw. Bashaw donned cocked hat &c and went ashore, to see the place and gather the items. He soon returned with a most dismal yarn about the yellow fever and issued an order that no officer would be allowed to remain out of the ship after dark and also reported the ship was going to leave on Thurs next without fail. This was very pleasing intelligence for us all, after our washing had all been sent ashore, and only four or five days to have it returned. However everything goes to make a voyage. so "Good" morning.

Sat June 2d, We sailed this morning for St Catherines to take in the remainder of our coal and then proceed on our voyage. Our stay at Rio has been short, but not unpleasant in any particular instance. Our only restriction was to remain onboard all night, or rather no one was allowed out of the ship after sunset. as the Capt learned a most dismal yarn about the yellow fever when he first went ashore and had a wholsome horror of having anything of that kind ~~to~~ coming aboard the ship; but to show the consistency of ~~the~~ his Highness. any of the officers were allowed to go ashore and trot around in the boiling sun which was far more injurious than a night ashore; however as long as one is in the Service they have got to go after sand.

There is some very fine scenery about the place and if there had been nothing else worthy of

Atlantic Ocean.

notice: these beautiful views well repaid me for the visit. I had no opportunity to examine any of the buildings or churches, as I was ashore only one day. but one of the latter I stepped into for a few minutes while it was being re-paird was very gorgeous, but there was more carving and fillagee work than good taste woud warrant.

The Rue de Ovirado is the Broadway of the city and is filled with large and beautiful stores. It is very narrow compared with our streets at home, and has a single water course in the centre with the paving inclined in to allow the water to rune away. The other streets are all of the same character. but not so aristocratic. The Emperors Palace stands on one side of a large square, and has a covered passage leading across it a street to his chapel. He does not occupy it at present, but is living about 3 miles out of the city, and comes in on business and to attend the Opera during the season. The market is very spacious and well regulated I learn. but the outside is use for a urinal by everybody. It is worthy of a visit in the morning when everybody is there with their produce. The hotels are kept principally by French who seem to have a natural genius for that sort of business, but of their excellence I have no means of judging: if their prices equal the going rates of other articles, it would require a pretty round sum to live in one.

A number of small steamers ply between the city and various places around the harbour and bay; and seem to do a good business. There is a regular ferry which runs to small place directly opposite to the city and does a very good business as it is a thoroughfare for a great deal of country trade. The boats are of English design and are ill adapted for the purpose for which they are constructed. No carriages can be taken, and they have to turn around every time they leave and go in dock. Another company has been organised and an agent sent to the U States to purchase or have built some boats after the New York ferries. I think the "Dagoes" will prefer the latter after they have been tried a short time.

We took in 115 tons of coal at a station some five miles from the city. but a short stay prevented any repairs on the machinery, which was greatly desirable, so the old trap will have to run to Valparaiso if it holds together long enough.

The Steamer Champion touched here for coal on her way to the states. The most of our letters had been sent by a sailing vessel. but I had fortunately reserved mine, and they will arrive home safe in twenty two or three days if no accident happens to the steamer.

We availed ourselves of the opportunity to lay in a store of fresh provisions and fruit the latter being very plenty and the only thing that was cheap. We are out in blue water again so I must bid good bye to Rio until I have another to examine it better and have a better time. The preceding description is not very full but it accords with my visit so it will have to be accepted in lieu of a better.

Atlantic Ocean.

Sund 3d. Steaming all day. A steamer passed us in the night about a mile distant. The sea is very smooth and not a breath of air. A public auction was held Sat afternoon to dispose of the effects of two men who ran away in Rio. The prices realised on some things was a little stiff for auction prices. but Jack took it for granted that what he bought at auction must be cheap. The Condenser has been working very unsatisfactory, giving a vacuum of only 15" to 20". There is a leak also, as the fresh water feed throws nothing but salt water, which keeps the „blows" open continually.

Lat 24° 46 S
Long 45° 11 W

Mond 4th. Steaming to day although the wind has been fair and fresh; no sail has been made however, as it is so comfortable to jog along without it. The Engines were slowed down this afternoon, so that the ship would not make the land in the night. How much more sensible it would have been to have carried sail and drove the Engines a little harder, and got in to night, but Naval stupidity is proverbial, and we must endure in silence.

Lat: 26° 23 S
Long. 47° 09 W

Tues 5th.

Land ho! this morning right ahead, and the iron horse was whipped up but we did not arrive at the anchorage until after 12 P.M. We met a French frigate beating out, and he sent a boat aboard with a Middy in charge: with the compliments of the commander &c. and returned after a few moments. After we came to anchor, the Chief Engineer and Purser went ashore to look after their respective business. The coal will have to be brought off in lighters, which is a slow an tedious job, as we lay a long distance from the shore.

This place is *rather* quiet considering there is a fort, a few houses, and a pile of coal to relieve the eye. The American flag waves lazily from building and silently announces the interesting fact that the Consul holds forth here. The land is high and imposing, covered with woods and brush, and affords fine hunting or sporting, parrots and monkeys are the principal game. The town of St. Catherina is some eight or ten miles from here, but as we have no business to transact up there, it is very unlikely that we shall be favored with a view of it. A number of Brazilian men of war are laying here, one or two merchant men and one whaler of New Bedford.

A number of canoes were alongside with fruits and fowl, but the prices asked for the latter, damaged the demand, in a great measure; fruit however was much cheaper than at Rio, and Joe Portuguse disposed of a goodly quantity to the men.

Thurs 7th. All hands were called early this morning to warp the ship in nearer the shore in order to facilitate the operation of coaling; but the Capt became alarmed before she had

St. Catherina.

hardly got under weigh, and the anchor was dropped again. An Engineer (your humble servant) was dispatched ashore to hurry off an imaginary lighter supposed to be loaded with coal. and only waiting for an order from the ship to come along side. The lighter was non est however, as it had not arrived from the city as was expected, and no other facilities presented for carrying it off. I had nothing to do but to wait orders from the ship. Mr Cathcart the American Consul, and also the coal agent for Goverment, was on the beach waiting for the lighter which he had engaged the day before. so I saluted him with a good morning and entered into conversation with him about matters and things in general. He was a large corpulent man with hair well silvered with age, and had been a resident of the country 32 years without once leaving it. He was born on Nantucket and has a mother and other relatives still living on that island, but for what reason he has left home and friends to dwell among these semibarbarous people I did not learn. He seemed well pleased with the country, has a plantation and slaves. and some other property, from which he derives considerable income in addition to his official receipts, which are not very munificent. Some of my friends and relatives were old acquaintances. and for a time I forgot the long distance from home, ~~and~~ and talked of the old associations and friends with great pleasure. The descriptions of the people and country were not of the most favorable character, but accord with all I have ever heard of Brazil. There are two large heaps of coal

June, that belong to Goverment. the aggregate amounting to some 3000 tons. The men engaged to fill the lighter. were waiting around. indifferent whether she came or not. as their pay was going on the same, $1,50 per day. which seems a large sum for this country, where one would generally suppose labor to be very cheap; no-one could begrudge them the sum. for they are miserably poor here and require everything thay can get to keep body and soul together

Fri 15th, Finished coaling ship yesterday. and the order was given to light the fires if the wind was fair in the morning, but old Boreas was in one of his contrary moods, and favored us with a southerly wind which is directly ahead after we get outside, and it is not advisable to waste fuel steaming against a strong wind and sea, we shall probably wait untill a fair wind. Perhaps, the old superstition that some men have of sailing on Friday may have something to do with the delay, for the feeling among seamen of all grades is much stronger than a landsman would credit without some proof. Our Carpenter mentioned a fact to me that would seem to disprove the common assertion of it being an unlucky day; the greater part of the time the ship he was in sailed from port on Friday: whither by accident or design I do not know. but no reverses occurred to them in consequence.

I have had several rambles around the country but not to any distance, and

St Catherina.

June, the first impression I first formed of the people remains unchanged. their poverty could hardly be greater. but they appear to enjoy themselves in their humble way. and have a very correct appreciation of the value of money if their desire to acquire it may be considered any illustration. The presence of the Brazilian squadron here is the chief cause of the high prices asked for produce. Fowls $6.00 per dozen. eggs .20 and other things in proportion. The Consul sent a messenger into the country and obtained some fowls for 3,00. and eggs for .16. these were for the ward room however and the other messes in the ship have got to trust to their wits and luck to obtain any. The course of the Grand Vizier in regard to "bum-boats" which come off to the ship with fruit &c to sell. has been most contemptable, and entirely unworthy of an officer in his position. All the boats are reported to the officer of the deck by the corporal of the guard. and then the master-at-arms is ordered to search the boats to see if any liquor is aboard. If there are any eggs which is often the case the Grand Vizier is immediately sent for and if the price suits him he sends for the ward room steward and takes the whole. if the unfortunate Dago asks too much. he is ordered away instanter, and no one else allowed to buy anything at any price. Noble conduct for an American Naval officer. Little minds always seek that which is best adapted them and the aforesaid person scene, following the instincts of his nature and a great general law. There will be an end to his reign in a few months and and great will be the rejoicing thereat, so have patience, have patience boys, and one of these days we may be able to contemplate his nothingness from a higher position, and the only feeling excited by the view will be contempt and indifference, and perhaps a little feeling of pity for his insignificance.

In one of my rambles I visited the graves of two daughters of Gov Gaines of Oregon, who died in 1851 of yellow fever on board of the U S Ship Supply. The family were bound to Oregon, and the ship stopped at Rio where the fever was first brought on board the ship. After it broke out sail was made for St Catherines, but the fever was raging here also, and but little relief was to be expected here. By some imprudence in exposing themselves to the night air the young ladies took the fever and both died within a few hours of each other, brought ashore and buried in a retired spot but a short distance from the beach. A decayed wicket fence surrounds the graves, only one side remaining erect, the rest has crumbled down with age and by exposure, a touching illustration of the mouldering dust inclosed. The rank vines and underwood have hidden the mounds and rude stones from sight, which were put up to mark them more distinctly, but a plain white board painted with black letters, put up by the Steamer Metacomet a year ago, gives the stranger some-

June, trace of the sleepers beneath and marks the place more distinctly, and attracts the notice of the passer by, who would otherwise overlook this humble burial place.

It must have been very sad to the family and friends of the young ladies to part with them in such a wild country so far from home and leave them alone in their last resting place without the hope of ever visiting their toombs again, and with no one but strangers to cherish the spot and keep it from oblivion; but Death never chooses time or place for his work; all are alike to the great destroyer; watch therefore, for ye know not at what hour He cometh.

Sund 17th, Under weigh again this morning, but after proceeding down the bay a few miles we came to under the lee of the Island St. Catherine's, and banked the fires to await a change of wind which is now directly ahead with the appearance of heavy wether outside. The Capt is very anxious to save our coal for any emergency that may arise in the Straits of Magellan, and prefers to wait untill he has a fair wind so as he can sail, than to waste fuel by steaming against a head wind, and all hands are very well satisfied with his course.

All sorts of wagers and estimates are made about the next run to Valparaiso; some setting at 20 days and others all the way up to 60. I hope the last class of individuals will lose their bets if they have made any.

June. for it would be too much of a good thing, to be two months going around into the Pacific. Time will have to decide that question however, so we must have patience.

Mond 18th, Hurrah! hurrah! on our voyage to Valparaiso, after 13 days detention in taking in our coal. It is not quite as encouraging as could be wished for we are steaming right against a strong wind, and no prospect of it changing tonight. I hear that the screw will be hoisted in the morning, when we have made an offing and take our chance with the sails, a very commendable course of the Capt. as our coals will not last long at the present rate of steaming. The Condenser does not work well as formerly, although the vacuum is good, it does not deliver fresh water in the fresh water Hot well, which keeps the the blow off valves continually open to keep the water fresh in the boilers, and materially increases the consumption of fuel. The cause of the leak is not very well understood by the Engineers, and we shall have to do the best we can with it untill we get in port again

Tues 19th, Weather today has been wild and stormy with a strong breeze which hauled around to the northward, when all sail was made, and the propeller was *aired*" the fires

June. banked to see if the fair wind would continue, and at dark they were drawn as everything indicated a steady breeze.

We are not making very good speed however as the ship is very deep, and wallows along like a down east lumberman. A great many Cape Pigeons and other birds have been following the ship this afternoon. A large Albatross favored us with his notice, but his modesty kept him to a distance; probably his delicacy will take flight as we get into colder latitudes, and his appetite gets sharper.

All hands are in good spirits at the good luck we have met with since we came out, and if this wind holds in the same quarter we shall get in into the Straits in the course of 12 days

Lat. 29° 10' S
Long. 47 48 W

Wednes 20th.

Lat. 30° 51' S
Long. 48°. 31 W

Thurs 21st.

Lat. 31° 37 S
Long. 49°. 01 W

Fri 22d. Commenced blowing strong from the westward this morning, which soon increased to a gale. Sail was reduced as fast as the wind increased, untill everything was furled but the fore and aft trysails.

The sea is very rough and occasionally a good wave would come aboard, drenching

June. everything fore and aft. The hatches were all battered down and the ship made as comfortable as possible so we shall have to wait untill it blows out. The dingy was taken on deck as it manifested a strong inclination to try a voyage on its own account, which was not to be entertained for a moment, as it has been a very faithful servant, and could hardly be spared at the present time.

Sleep in the berths is almost out of the question as the ship labors very heavy, and now and then indulges in a roll that would do credit to best log afloat.

Some ludicrous falls and tumbles naturally arise from this state of affairs, but nothing serious has occurred yet. No observation taken today, so we rely on dead reckoning.

Lat. 32° 30' S
Long. 49° 30 W

Sat 23d. A heavy gale of wind all day, the ship rolling heavily as the old farmer is afraid to carry sail enough to keep her easy.

Lat. 33° 41 S
Long. 49° 31 W

Sund 24th. The wind died away in the night and left us almost totally becalmed, and a long heavy swell which made the ship roll and thrash about as bad as in the gale of yesterday. What little wind there is is right a head. The fires were lighted during the forenoon, and the screw set to work again after a few turns, the wind

Atlantic Ocean.

une — hauled on the port quarter and blew quite a fresh breeze, but wind or no wind when the screw starts it has got to work a stated time before it comes up again. The condenser works all right again to the great satisfaction of all concerned. The difficulty appeared to be in the outboard discharge of the fresh water hot-well which took in salt water when the ship rolled; After the valve was overhauled and repacked, the condenser gave no trouble whatever.

Lat. 33° 28' S
Long. 47° 37' W.

Mond 25th,

Fine breeze last night and the greater part of the day, but it has been rather baffling. We kept our course however. An experiment was tried with the screw this morning to satisfy the Capt. The engines were stopped and the blades of the screw placed upright to see how much it would retard the speed of the ship under sail. A few minutes trial sufficed him and we went ahead again. What the result was I have not learned. The wind hauling ahead all sail was taken in and we went on under steam; engine making about 50 turns. ship making about 6 knots. Wind abeam with all sail set, strong breeze screw making 50 turns, "8-6" knots. A French barque and another ship passed us this afternoon

Lat. 35° 00 S
Long. 50° 00 W

Atlantic Ocean.

Fri 29th. A pleasant day with a fine breeze on our port quarter smooth sea and the ship going along some 8 knots or more. We made the best time last night of any since we left the States. The average log of the mid-watch was 11¼ knots, and the other watches showed very good time. I am glad to see some disposition manifested by the luffs to get along faster than we have done. for our progress thus far is more worthy of the age of Rip Van Winkle than of the fast age of 1860. Perhaps the part of the ocean we are in, has more to do with this desire than any ambition of these gentlemen. Yesterday we had to contend with a 2½ knot current caused by the river La Plata. The atmosphere has changed much for a few days past, and overcoats are in demand. The change is very agreeable to me as it is quite bracing after the hot weather we have had so long.

A little affair occurred of rather a spicy nature today. One of the Asst Engineers accosted a Lieut who had the deck and omitted the usual salute. The officer, reminded him of his ommission. and some words of a warm nature passed between them, and it was reported to the Capt by the Luff. The offending Engr was sent for by the Capt. and some very fatherly advice and admonition administered to him; and also a request that he would make some explanation to the aggrieved

June. shoulder strap. tomorrow morning.
We saw considerable kelp floating by and also a large number of birds. I saw the first school of porpoises to-day I have seen since we left the states.

28th Lat 37° 29' S
Long 51° 07' W

26th. Lat. 36° 18' 27th Lat. 36° 38' Lat. 38° 38' S
Long. 50° 37' W Long. 50° 26' W Long. 54° 14' W

Sat 30th. Cool weather and a fine breeze today. We did not make so good a run as we might have done. as yesterday afternoon and evening was quite calm and we did not make much progress. Whales were seen today, and several large Albratoss. The water was much discolored and several attempts were made to sound, but without success however. 45 fathoms was the longist line used. Our course was altered to SSW two points more too the S than we have been steering.

The little affair of etiquette that occurred yesterday. was amicably settled today after some diplomacy by the Capt. and a some explanation by each of the principal parties; and thus ended this momentuous affair. which threatened to assume ~~a~~ more formidable proportions and end in a court-martial to one of these parties. The Engineer who was one of the parties was much elated at the termination of the dispute. and thought he had gained a point, ridiculing the idea of a court martial &c. Court martials are

June - July. not the most commendable things to enhance one's reputation, and whatever may be the result of me, no credit would be gained by an officer who was tried for charges.

Lat. 39° 56' S
Long. 56° 40' W.

Sund. July 1st. Light winds and calms all day. This afternoon it has been quite foggy and some rain, Had our usual muster and mustered the men in jackets.

Lat. 41° 24' S
Long. 58° 32' W

Mond 2d. A cold, wet foggy day, with a very light wind. No fires in the ship except in the galley, and the disagreeable weather makes it very uncomfortable.

Lat. 42° 49' S
Long. 59° 40' W

Tues 3d. We have had a splendid breeze all day commencing in the night and blowing strong till this afternoon when it increased to a gale. The studding sails were taken in one after another and sail reduced to double reefed topsails and double reefed foresail. The wind moderated about sunset, but the sea is still rough and it is not deemed prudent to make any more sail. The moon shines bright and clear, and the rays reflecting on the white caps of the waves makes the scene of wild grandeur. Our speed has been the best we have made for a long run. From 10 to 12½ knots was frequently

July. logged: but we are not doing so well tonight making but 7½. I have no reason to growl for this time, for two more days of this wind will carry us in to the Straits of Magellan, and then we shall have a short turn of steaming.

Lat. 44°. 06' S
Long. 61°. 23' W

5th " Lat 47° 06' S
" Long 64° 02' W

6th " Lat 49° 30' S
" Long 65° 29' W

7th " Lat 51° 04' S
" Long 64° 41' W

Wednes 4th. "Fourth of July" — what a booming of cannon, banging of guns snapping of crackers is taking place at home to day. Then the usual stereotyped procession, military and civic, the orator of the day, the corporation dinner, and the grand display of fireworks in the evening. How I would like to step ashore and spend a few hours and then return again: wishing is a useless occupation and rarely rewards its devotees, unless an effort is made to achieve the desired end or object. By of contrast we are almost becalmed off the coast of Pantigonia, rough sea cold raw weather, and no fires to keep comfortable by. The "main brace" was spliced at 4 o'clock this afternoon, which pleased Jack very much as it is the first extra "tot" of grog they have received since the ship has been in commission. The Ward Room Mess had an extra dinner ~~for~~ in honor of the day and invited Cypher to join them which was accepted of course. Our own mess however could not celebrate in that way, for although we had a good variety of stores.

July

8th Lat 51° 16' S
" Long 63° 59' W

we are not allowed sufficient fuel to cook our meals properly, a very reprehensible state of things. and could be easily remided by using coal instead of wood. but everything is managed one horse power style aboard of this ship. and this is but one instance of the management. An order was given for all of the firemen to keep deck watches except 5 men. which has made a good deal of discontent among them. and a very good reason they have. Probably there will be a number of vacancies to fill after we arrive in Valparaiso.

Lat. 46° 21' S
Long. 62° 51' W

Mond 9th, Five days since I made an entry in my journal. having made the last on the Fourth when we were laying too in a gale of wind. On the 5th we had a heavy gale from the Northward which lasted about 15 hours. and gave us a fine push. All hands were in in fine spirits, and calculating on being in the Straits in another day if the wind should last, but we were doomed to disappointment for it moderated to a light breeze. and then it hauled to the Southward and blew great guns right in our teeth for two or three days, a very heavy sea running. The hatches were all battened down. and the ship put under close sail but, but she labored and rolled very heavily and took in considerable on deck which done no other harm than drenching some of the men who were unfortunate enough to get caught. Started fires on the night of the 7th and turned the Engines

Atlantic Ocean.

July – slowly as the Capt was afraid we should make a lee shore on the Falkland Islands. We did not make much progress against the heavy sea. but this morning when the wind lulled a little they were let out to 60 turns when the forward link motion broke down. and completely disabled the Engines.

The fires were banked. and all hands were turned too to repair the damage.

Lat. 50° 11' S
Long. 64° 45' W

Tues 10th. All hands at work repairing break. Wind blowing strong from S and W, and a very heavy sea running. which caused the ship to roll very much and retarded the work in a great measure as the men had to stop and hold on to keep themselves on their feet

Lat 49° 19 S
Long 65° 53 W

Wednes 11th. Finished the repairs yesterday afternoon and started fires last night. wind blowing strong from S. steering N. & W. Engines making about 40 turns ship making 2 and 3 knots. The wind lulled this forenoon. and we have been making 4 or 5 knots. The Engines were not doing their best, as the link motion is rather shaky; and the Capt does not want to drive it too hard. The weather is very fine but quite cool. although no ice yet.

Lat. 49° 38' S
Long. 66° 15' W

Thurs 12th. Steaming all day and making very good time. 6 to 7 knots. and this evening about 8 and 9. The wind was right ahead this

Straits of Maggellan

July. morning but hauled to E S E. and increased to a fresh gale this afternoon with squalls of snow and hail. Distance from the Straits at 12 o'clock 85 miles. and this evening we are only 40 miles from land. If it should blow heavy and we should get caught on a lee shore and the Engines disabled (three ifs) the officers would have to carry sail if they wish to keep afloat. I trust no such opportunity will occur and if the wind does not increase we shall get in and laugh at old Neptune, untill we reach the Pacific where I hope he will be more lenient with us than he has been this side of the Cape.

The hatches are all battened down again, and everything made ready for the worst. The sea is rough and keeps the decks wet and sloppy.

Lat. 51° 03' S
Long 67° 27' W

Fri 13th. Possession Bay.
Straits of Magellan

Made land this morning at daylight, after standing on and off all night, and steered for the Straits under easy steaming. The order was passed about 9 A.M. to light the fires in the port boiler. and like everything else aboard of the ship, like the cows narrative of world wide notoriety, away behind. The furnaces had not been cleaned out. or wooded even. and after, a great rush and bustle in which the Capt manifested much impatience. steam was reported at 1 P.M. The long delay in making the fires burn was attributable chiefly

Straits of Magellan.

uly – to the villanous coal which would not ignite and burn untill it was red hot. As soon as both boilers were in working order the Engines were run up to 60 and 70 turns. wind light and aft sea smooth as a mill-pond: ship logging 10 and 11 knots. the best she has made under steam alone. The Engines worked most admirably at the high speed they run and gave no trouble whatever. We made the land rapidly and passed Virgin Point in all its purity and innocence distant 5 or 6 miles. A flock of beautiful white pigeons flew around the ship for a short time as if to welcome our approach to their cold abodes. and then flew away after a very close and careful examination of our ship. The land was covered with snow in many places. and presented a bleak and desolate appearance. hardly habitable by beasts much much more by man. Two columns of smoke were seen this afternoon showing unmistakeable signs of human habitations. but the long distance and the intervening hills prevented our seeing any thing else. We passed a point of land where a school of seals and flock of birds appeared to be having a tea party. whether the seals or the birds were the entertainers could hardly be ascertained, but the most friendly and social feeling seemed to prevail, and both parties must have retired at night satisfied with one pleasant day of their lives. and also with the unusual sight of one of Uncle Sams Sloop of war. This evening we anchored some three or four miles

Straits of Magellan.

July from the shore in 17 fathoms of water. banked the fires and lay almost as still as in a land locked harbour. Every precaution was taken against a gale. and all hands had a quiet night after our rough treatment from old Nep.

Gregory Bay.

Sat 14th. Underweigh at 8 o'clock this morning with a strong wind right astern. and a strong current against us varying from 4 to 8 knots. The forward crank pin began to heat just as we entered the Narrows. and occasioned some delay but we soon cooled it and had no more trouble with the Engine during the day. and running it the greater part of the time upwards of 60 turns. In some parts of the Narrows we did not seem to go ahead at all although the log showed 11 and 11½ knots. We set sail in the forenoon. which materially assisted us.

The land presented the same desolate appearance as yesterday. covered with snow in most places. without a tree or shrub to relieve the dreary monotony of its view. One or two Indians were seen on a distant hill. by the Purser. who communicated his discovery to Ward Room by a ludicious attempt at a war whoop. The strong current against us prevented our making a good run. and we made only about miles of distance. Was anchored in Gregory Bay this evening at 4.30 P.M and banked fires.

Straits of Magellan.

July ~ Sund. 15th. Sandy Point

Famine Reach.

We arrived at this place about 1 P.M and and anchored in the roads about 1 mile from the shore. Our ensign was shown. and the long pennant of the Captains. in order to impress the inhabitants with a proper idea of his rank; these were answered from the shore, by the Chilian flag, and a boat soon after came off with the Govenor to pay his respects and learn the news. As he did not happen into our quarters we did not learn any of the items of city life in Pantigonia. but a young English boy who came off in the boat gave us much information of the place. and other matters connected with. It is nominally a Chilian penal colony. but the standard of morals is very high in that country. or the laws not rigorously enforced. if the number of prisoners here is any indication of its condition. for there is but one prisoner guarded by fifty soldiers, The Govenor rules with unlimited power according to his description. and has some singular ideas of justice and fair dealing. treating the men very harshly. using the cat unsparingly for trifling offenses. killed a number of dogs belonging to the men because they run faster than his, and caught the deer, keeping back part of their provisions and whiskey and pocketing the proceeds. living on the best the place afforded without any regard for the wants of the colony; and other eccentricities too numerous to mention.

Straits of Magellan.

July — The whole number of people is about 120, and their term of service is two years. They are supplied with provisions every three months by a ship sent out by the Chilian goverment. The vessel was expected in May, but as she has not yet arrived the Govenor entertains fears of her safety. Some of the luxuries of life such as tea sugar and some other articles are very much in demand but as we are not overburdened with stores, we shall not be able to supply them. Fish and game abound and deer are found in the vicinity, but not in large numbers. Furs are obtained in small quantities from the Indians, but I did not learn in what amount. Our young friend obtained a number of books for which he seemed very grateful, for Pantigonian literature is hardly up to the standard of American and English. Books are indeed a great treat to any who are banished to such a dreary place, and no one could begrudge them any, if they had it in their power to give them. There is a plenty of wood to be obtained, here but it is soft pine and hardly fit for ships use. The hills are all covered with snow and look as cold as our own hills, in winter season. The weather has been very stormy today but our anchoring ground is good and we lay very comfortable and have a good nights rest

Mond 16th.

We remained at our anchorage all day as the weather has been so stormy that the Capt did not deem it prudent to start. The Spray went ashore once or twice,

Straits of Magellan.

July — but no one but the Capt went in her. There is not many curios to be obtained at such a place as this, but the men picked up a few things, deers' horns, moccasins and ostritch feathers, which serve to keep as a ~~timl~~ remembrance of this place. The Govenor sent off two deer as a present to the officers of the ship, which were very acceptable to us. The Captain made some inquiry in regard to the man who was imprisioned, and found him to be a Scotchman, and his story had been much exaggerated. There are always two sides to a story.

St Nicholas.

Tues 17th, We started at 6 this morning and steamed untill about 1 P M when the Capt concluded to anchor again in a snug little bay with very high land around. We passed Port Famine early in the forenoon, and saw the remains of the houses that comprised the settlement. It is cold barren bluff with no pretense to a harbour, and no protection from the wind, and nothing but a sort of scrub bush and pine forests. I did not learn any particulars in regard to it, but it derives its name from the fact that the inhabitants were starved out and had to go to Sandy Point. The most of the land that we passed to day is very high and covered with snow. The highest peak where we are now laying is white and presents a very beautiful sight when the sun is shining brightly. Soon after the anchor was down,

Straits of Magellan.

July – two canoes with eight or ten Indians in each came alongside. and were soon joined The chief or principal man had a piece of yellow flannel tied on a pole. as a mark of distinction. while his more humble companion of less rank sported a red handkerchief tied by one corner to a long pole. Whether our friend with the yellow flannel was flag officer of the Pantigonian navy and his consort a post captain we did not learn as no interpreter was in either party. and we had no one who undstood the langauge. Their canoes were very rude in their construction. consisting of some kind of skins fastend to small sticks for timbers. and looked very fragile, and would hardly command a first class premium at Lloyds. They had all of their worldly goods aboard which were not very extensive, and a fire burning in the bottom of the boat a luxury indeed in this cold climate. A few rude vessels for holding their food and some muscles and shellfish which they had just obtained. and some simple weapons. bows and arrows. and spears with the heads made of whale bone. was all the truck they could boast of. Tobacco and whisky was the articles they most desired. and they would exchange anything for either. Some of the men bought dogs and some other minor articles. while some of the officers procured a few arrows which are very well made. head with a piece of flint or quartz shaped like a spear head. and some feathers on the other end to guide them; Jack raked up all of his old clothes and old hats and caps and made a present to them. to cover their nakedness. for they were very scantily clothed

July and showed but little skill in putting on their clothes after they had them; one young girl who had a shirt given her could only get it over her head where it remained like a huge neck tie. Three or four came aboard and were regaled on salt horse and hard tack, and fitted out with a picked up suit of clothes. a old woolen shirt a marine's cap and a dalapidated pair of trousers, and another with a old dress coat and a „sow wester" which mad a most unique attire, and afforded an immense deal of fun for the men and officers, and they appeared to enjoy the fun as well as any and laughad and yilled like mad men, They left at sundown and went ashore to a camp where some of their companions were making a fire. A more miserable set of beings do not exist in this universe,

Their country cold and inhospitable. affords them a scanty subsistance, compelling them to be on the move all of the time to pick up whatever they can find. The country in the interior may abound in game but there is none of any account on the shore. except fowl. and they have no means of capturing them. Indian like the women sit half naked in the stern and paddle the canoes. while the lazy men covere themselves with skins and crouch over the fire. Their color is a dark brown. hair black and very coarse. the expression of their faces a sort of ferocious idiocy. their statuae medium and short with very small hands and feet. The women appeared much more intelligent than the men and one old crone talked and yelled like a virago. One old rascal looked like buccaneer of the olden time if his villanous phiz was indication. Two of the women had infants

July — at their breasts but they paddled as cheerfully as the others. We had a very plasant time with them, and I felt a sigh of regret when they left us never to meet again on earth; they to lead a miserable existence in the wilds of Pantagonia and we to pursue our voyage to warmer climes, and where nature has been more bountiful in her gifts, and Providence more beneficent in blessings, Their lot may seem very hard to us who have been accustomed to live with comfort and luxury, but the Creator has not placed them here to starve, and their primitive wants are easily supplied, and together with may things they obtain from vessels passing through the Straits, they live as happily in their way as their more aristocratic cotemporaries.

We have not had the good fortune to see any of the gigantic specimens of the Pantogonian race if any exist, but some of the men who have been here before, and one in particular who was in here 84 days describe them as very large six and seven feet in height and well proportioned. Gray one of our men says these in the canoes belong to Terra Del Fuego, and are inferior to the others. The weather since we have been in the Straits has not been as cold as I expected, the thermometer not being down to the freezing point yet. Snow is plenty enough on the mountains but it does not seem to affect the air much. There is a plenty of wood ashore but it is all green so it is not hardly available.

Borja Bay.

July 18th. Off again this morning at 4 A.M. to the great regret of our savage friends who set up a terrific howling as we left. We steamed with only boiler and did not accomplish a great deal to day, the tide being against us all day. Several canoes were seen in shore but we so far out that they did not seem to notice us. The land ~~has~~ was very high and in some places the channel quite narrow. The water is deep however and no rocks and reefs to endanger navigation. We anchored in a snug little bay about 2 P.M in very deep water. fifteen fathom forward and thirty aft. a very steep descent Two high mountains look down upon us, while the smaller ones with which we are surrounded, completely protect us from any gales or high winds. One of Asst Engineers shot twice at a loon. but he sustained the renowned agility of his species and dodged the flash like a flash. A great many ducks have been seen. since we left Sandy Point, but we could not stop to hunt them.

Playa Parda

Thurs 19th. The one boiler experement did not please the gallant skipper, so we steamed up with two again this morning. and made a very fine run today. Passed a Chilian barque this forenoon. the t   of Valvaraiso. 35 days out bound for Sandy Point to relieve the colony. no doubt her arrival will be most joyfully greeted by every one. She reported southerly winds and very light outside, which is just what we want! Came into the Straits. on Tues. and is getting along as well as an old tub could be expected. We passed some large mountains

Straits of Magellan.

July — covered with ice, the first I ever saw and they were most beautiful to behold. Anchored at 12 M. and expect to go to sea once more tomorrow. A boat went ashore with some of the officers on a sort of an exploring expidition to sound and visit the shore. Some traces of an American man of war were found where they had been surveying, and some curiosities and gealogical specimens brought away Two ducks were shot of a very singular species. The land about here is very rocky and but little vegitation exists; a little evergreen and a few scrub brush comprise the whole.

Point Tamar.

Fri 20th. A very stormy windy day, sleet, rain, snow and hail, with wind enough to make a down east lumberman heave too, and some to spare. We started again this morning, about 6 o'clock and anchored in a very good bay but in very deep water. We did not make much progress against the strong wind which was right in our teeth. The engines worked well and made the screw run right merrily. The mountains near the water's edge which we passed today are huge masses of rock and are dreary and desolate enough. The shore at this end of the straits is quite the opposite of the eastern end where the shores are quite low land. This evening we are being favored with some choice squalls of rain and hail accompanied by violent gusts of wind which sweep down the mountain. We are well protected from the fury of the elements and can afford to wait for better weather.

Straits of Magellan.

July Sat 21st, A miserable rainy stormy day with heavy squals of wind. We have made a very comfortable day of it. awnings spread, and all hands doing nothing. A boat with a shooting party left the ship in the Spray to try their luck after the fowl that have been flying around; after a long chase they returned with four or five ducks and geese. Whether they will be good for anything remains to be seen

Harbour of Mercy.

Sund 22d, Under weigh again this morning about 7 o'clock. wind blowing strong from NW. and after a few hours increased to a heavy gale The water was not rough as we have not got out far enough for the swell to rise, so we steamed bravely on and came to an anchor about 1 P.M in Port. Mercy wind. The wind has ~~blowd~~ blown hard all this afternoon accompanied with heavy squalls of hail and snow. Our anchorage is very secure. and we can afford to laugh at, old Neptune until we are on his domains again.

Mond. 23d, Laying at anchor all day; the wind blowing from NW, and snow and hail ad lib. The weather is not freezing but it is very cold and disagreeable, and hot shot are at a premium. I went ashore this morning with some of the officers, to look at the shore and bring off any curiosities we might find. The Master had his gun with him to shoot any game that might be seen. The first was a species of duck called by us the

July – propeller or side wheel duck, from its manner of flying or rather skimming along the water, using its wings like a side wheel steamer its paddles. It presents a very singular looking appearance as it goes off paddling over the water, but it goes too fast for our boat to catch them, so we had to get as near as possible and then bang away. A goose was also shot but he belonged to Pharaoh's lean kine, and was reserved to be skinned and stuffed. We landed in a small inlet at the mouth of a small brook and discovered traces of a party of men who had been wrecked some time previously, and had brought what articles they could over here and made some rude tents to shelter them from the rude weather. The men made a raft of the fragments of spars and towed them alongside to use for firewood to boil their "skouse", as our stock of firewood has grown beautifully less. The country is barren and desolate in the most extreme degree, affording no specimens or vegetation of any account. The rock is a very inferior variety of slate, with now and then a small vein of quartz mixed with it. This afternoon the boat visited the wreck but obtain'd nothing as she was full of water, and had been stripped of everything portable.

Tues 24th, The monotony of this day was varied by the Carpenter visiting the wreck and stripping off some sheets of yellow metal which were out of water. He informed me that she was a Chilian vessel and hailed from Valparaiso. The wind hauled to the southward last night, to the great satisfaction of all

Pacific Ocean.

July - rands but it blew very irregular, and with great violence accompanied with hail and snow. this forenoon it snowed a few hours and coverd the hills and mountains with a mantle of white. giving us a very striking idea of the Antartic regions. Numerous yarns were in circulation about the ship this the old man was going to leave in the morning if he could see his way out. I hope the elements will be in our favor. for I have seen quite enough of the Straits of Magellan for one cruise.

Wednes 25th. The welcome order to get up steam was given this morning. and we were off by 7 o'clk. Wind about South. and a rough sea which made it very awkward for a short time as we have been in smooth water a long time: and quite lost our sea legs. We have been in the Straits [illegible] days. and although I am glad to get out of them on the ocean once more. I leave them with a feeling of gratitude and thankfulness. for having saved us a long tedious passage around the Cape where we should have seen the wonders of the deep in good earnest. and had a vivid recollection of its passage to the end of our lives. We are making a good run now going some 7 knots. engine making 50 and 55 revolutions; wind abeam: and topsails set. steering W by S. After we make a good offing, we shall put her off to the northward and make a bee line for Valparaiso

Lat 52° 43' S.
Long. 78° 41' W.

Pacific Ocean.

July - Thurs 26th. A fine strong breeze all day from the S. steering N.W. with all sail set. Stopped off one boiler in the morning but the other did not make steam enough ~~for~~ to keep the engine going so the Capt concluded to air the screw once more. We have been under steam 19 days (the longest yet) and it seems quite unnatural to have nothing to do. The propeller fall parted while they were hoisting it, but the pawls fortunately caught it. The slight shock very much alarmed the Capt, who rushed frantically out of his cabin, but soon calmed down when he learnt the extent of the injury

Lat 50° 43 S
Long 78° 41 W

Fri 27th. Strong breeze all day from S steering N N W: sea rough

Lat 48° 21 S Long 80° 38 W

Sat 28th, Saturday night again, and a cheerless one too. A gale of wind, a drenching rain, and a rough sea, are not the most pleasant things to find enjoyment in. We have a fair wind however, and a fair prospect of being in Valparaiso in a few days if the wind shall continue. We are now running under double reefed topsails, and reefed courses making about 9 knots

Lat 44° 20' S
Long 80° 38' W

Pacific Ocean.

July - Aug. Sund 29th.

Fresh breeze all day from S with a heavy sea. Passed a merchant barque at dark steering the same course but it was too dark to exchange signals. We rather beat even with our small allowance of canvass. All hands are in good spirits at the prospect of arriving soon in Valparaiso.

Lat 41° 48' S
Long 80° 56' W.

Mond 30th. The ship has had a most thorough scrub to-day from knightheads to taffrail, for the approval of the Dons who are expected to visit the ship after we get in port. The Chief Engineer with his usual indecision permitted the coalheavers to go on deck to clean the paint work, and left his own work to be cleaned up whenever it may be convenient. A more filthy place can not be found for some miles around. but after we get into port we shall have an opportunity to hoe out some of the dirt. The wind has been baffling all day. and tonight it hauled to the westward. and put us on a bowline. going five or six knots.

Lat 38° 48' S
Long 78° 15 W

July Tues 31st. Gale of wind all day, one of the notorious northers which prevail on this coast. Reefed topsails and made a snug day of it.

Lat. 37° 24 S
Long. 77° 27 W.

Pacific Ocean

Aug. Wednes ~~d~~ 1st The wind moderated and hauled around to the southward last night and all sail was made. a very heavy swell running from the west made the ship roll heavily. A Spanish bark was close to us this morning on the port beam and keep us company for a time when she sheerd off and ran across our stern. about a mile when she hauled on the same course as ourselves, keeping in sight. The weather is quite warm and pleasant and seems like our old run to Rio.

Lat. 36° 28′ S.
Long. 76° 40′ W.

Thurs 2d. A light breeze this forenoon, but it increased to a moderate gale in the afternoon. For once in his natural life. Timothy carried sail. the topgallant sails were carried untill they were of no use. and after they were furled. the topsails were carried with a hardihood perfectly astounding in this ship. Our friend the Don. and another ship was to leeward and I have a wicked misgiving that this uncommon piece of daring was displayed to give the Don and the other neighbor a proper idea of the way sail is carried upon an American man-of-war. than from any ~~of~~ self reliance or strength of character of his own. Æsop's able to the letter. often time and place make timid men bold.

Lat. 35° 32′ S.
Long. 74° 38′ W

Pacific Ocean.

Aug. Fri ~~4th~~, 3d. Started the fires last evening, as the wind died away to a calm, and the Capt was anxious to get in. The engines made a good log so far as no of turns, but the ship logged but 8 knots at 60 and 65 turns. We made land about Noon as it was so foggy that we could see more than a few ships length ahead. the steam whistle was used for the first time since we left; and made a most villan noise. All at once the fog lifted and we could see the breakers very distinctly. We ran in all day. but the fog came on again and we had to stand off again to the great disappointment of all hands and detriment of hungry stomachs. However if we have good success we shall get in tomorrow, and have a fresh bite, and hear any quantity of news.

The masters' mates broke all the tumblers in their mess this morning out of spite to each other. a most singular mode of gratifying spite and malice. Boys will be boys however. and these youngsters are no exception to the general rule.

Lat. 33° 32' S
Long. 72° 11 W.

Sat 4th. We stood off and on all night acting the sentry over Valparaiso, but we might have stood on much longer than we did and not have had so far to run in the morning. We had a good breeze however and a plenty of steam, and soon rounded the point which makes the harbor, and came to an anchor about 9 o'clock. Our entrance into the port did

Valparaiso.

Aug. — 6 not make a very great impression on the various vessels laying here. as we slowed down before we rounded the point, and come poking in like an old droger; then the ship was in disorder from stem to stern and reflects very little credit to the 1st Lieut. and to crown the whole the lower compresser carried away and 115 fathoms of cable run out before it was checked. The actions of Capt Timothy while the chain was running out were highly ludicrous, and at one time I had serious apprehensions of his siezing it with his hands. It was finally checked with the forward compresser to the great relief of all the shoulder straps, and blue jackets. who thought more of the extra work in getting it up again than of the pecuniary loss it involved. A long dreary grind with the capstan wound it in again, and then the other anchor was let go to ensure safety from the northers which occasionally blow here. A number of officers from the different national ships came aboard to pay their respects to the Capt &c. but the ship is not in a proper condition to receive visitors or even for inspection of her own officers. and if our visitors had good powers of observation, they must have noticed many things of a slattern appearance and left with no very exalted notions of a Yanke man of war.

A weeks' scouring will improve some of the worst places. but to effectualy and permanently improve her will require some names scoured th of the Pursers books. A large number of accid

Valparaiso.

Aug - are laying here mostly merchantmen. but no American man-of-war. American and English flags predominate, and some very fine ships may be seen. The Store-ship Fredonia lays snugly moored in shore. in company with the English and French store ships. I went ashore during the afternoon to see the place and get some peaches, (as the Yankees would say) and inquire the price of provisions as caterer of the Engineers Mess. I did not go around a great deal. as I had no guide. and it is rather barren amusement to stalk around in a strange place alone, starched up like a lackeyed footman in gold lace and buttons, and I chartered one of the numerous whale boats, which is the kind used here and came on board early. with three or four ideas; that provisions are high compared with home prices, that the place is a very fine one and much superior to Rio; and that the Cafe de Bolsa deserves my heart felt thanks for for a bountiful dinner I ate there. after my somewhat practical diet of baked beans and pork which has graced the festive board of the Asst Engineers for quite a period previous to this. The weather is delightful here, and I feel more at home than in any place we have been in since leaving the States. Our stay is to be short I learn. as the Capt received a note from the American Consul at Callao asking him to repair to that place with all possible speed to give emphasis to some of the Consuls arguments in some diplomatic snarl which has arose.

Valparaiso.

Aug – 2Mth and 20th.

A long time has elapsed since an entry in my journal. but the novelty and attractions of Valparaiso must answer for the neglect. I have enjoyed our stay here very much. and the fine weather much more, after our harsh treatment coming around. The appearance of the city is much the same as ten years ago when I was here in the old Florida on my first voyage. A fine new building has been erected at the head of the mole. called the Bourse. and used as a reading room, telegraph station, and guard room. A variety of American papers are taken, and I passed many pleasant hours looking over the files and learning the items that have transpired. A revolution in Sicily. names of the candidates for President. and the passage of the Navy Bill increasing very materially the pay of the officers. The Engineers receive an increase of .25 per cent on present rates. giving your humble servant $750.00: not bad. The appearance of V. is more like an American city than any foreign city I have ever seen. and far superior to that "Dago" city Rio. The buildings are very fine in some respects. and there is general air of enterprise and thrift about that is very gratifying to an American, and a great many speak the English language. which fact ~~that~~ shows the influence and importance of the Saxon race in this country. The climate has much influence over the character of the people. for the Spanish people have a

Aug— a proverbial reputation for indolence and listlessness, but the Chilians are an exception to the rule. for they are very enterprising in their habits and are quite worthy of the cognomen South America Yankees. An immense deal of flour is raised here and of very fine quality. A railroad has been commenced to Santiago. and has progressed some fifteen miles. but it will be many years before it is completed owing to the nature of the country and the bad management of the Engineers. It is exclusively Scotch and English, and an American would no more be tolerated about it than a Feejee. A number of fine large bonded warehouses have been recently erected and are a great convenience to the merchants, and importers. Some very fine views are to be had from the hills. both of the harbour and city, and distant Andes covered with snow. We are not in the right season to see the city and its amusements. for this is the winter season (although it is as warm as the summers at home) and none of the pleasure gardens are open. A masquerade ball was given at the theatre the other night. which some of our officers attended and had a very good time.

Liberty was given to the men who had a good time, and came aboard in all stages from dead drunk to softly sober. Two took French leave. with a view of bettering their fortunes. and making themselves more comfortable.

Pacific Ocean.

Aug. - Fresh provisions are quite cheap, and we enjoyed the best the market affords. The beef especially is very fine and very cheap; eggs however are very dear .50 per dozen. They are a luxury and can be dispensed with by the most people at such prices.

Hove in one anchor this morning under the immediate supervision of the 1st Luff who made a great display of his abilities during the operation. Started fires at 8 o'clock and weighed anchor at 1, and stood out to sea bound to Callao, where we expect to meet the Lancaster and Wyoming. The Engines worked finely, making 60 to 65 turns, but she only logged only 8 knots, although the sea was [illegible] smooth and but a light breeze. She really deserves the name given her in Norfolk: [illegible] given on account of her snail proclivities.

The Esmeralda, Chilian sloop-of-war steamed in this morning from her cruise to search for an island reported to have been thrown up by a volcanic action near Juan Fernandez. We did not learn the success of her cruise.

Tues 21st. A very fine day with a fine breeze which hauled on our quarter during the day. The condenser does not work well and returns nothing but salt water to the boilers. This morning an order was passed from the Capt to stop off one boiler, and we have been jogging along in old fogy style all day.

Lat. 30° 20' S

Long. 73° 15' W

Pacific Ocean.

Aug – Wednes 22d. Hoisted the screw this morning and logged the difference of speed while dragging it and having it hoisted. Only ½ of a knot, not so much as I should have supposed. We are now in the S E trades and shall probably have them all the way to Callao. The smoke pipe carried away while lowering it this morning and I have got a fine job to fix it again.

Lat 27° 32' S.
Long 73° 55' W.

Thurs 23d. A good six knot breeze all day with a very smooth sea. Have been engaged all day at work on the smoke pipe which is a very nasty job. The men or coal heavers are all ordered on deck, by the "old cow", and the Engines can go to the devil for all he cares. The Chief Engineer remonstrated but to no purpose, so the Commander will have to settle the matter.

Lat. 25° 07' S
Long. 74° 26' W.

Fri 24th. Nothing of any importance occurred to day. Moderate breeze all day from S to S E.

Lat. 23° 14' S.
Long. 74° 50' W.

Sat 25th. Beat to general quarters this forenoon and exercised the men at the great guns and with small arms. It is leaked out that the Capt wants to make a good impression on the Commodore when he gets into Callao, where we expect to meet him. We have had a fine steady breeze all day from S E. and very smooth sea.

Lat. 21° 06' S
Long. 75° 53' W

Pacific Ocean.

Aug - Sund 25th,

The same light breeze all day. sea so smooth that there is no perceptable motion, There seems to be a general apathy and indifference both fore and aft. to anything about the ship. or her future destination. The pleasant weather fresh provisions and liberty at Valparaiso has ~~protty~~ probably effected this change. but whatever has been the cause, it is a much more agreeable state of affairs than existed on the passage out. and more especially while off the Horn. I hope there will be a better state of feeling than has prevailed, for there has been ill feeling enough to set up half a dozen Caudle families.

Lat.
Long.

Mond 26th,

Lat. 18° 47' S
Long. 75°.52 W.

Tues. 27th,

One of the most beautiful days we have had since we left V. Land has been in sight all day. and the old covey has been in complete state of wretchedness in consequence. This evening sail has been for fear we might sail too fast and make the land before daybreak. which might be most disastrous to this little floating community. especially as the harbour is open and perfectly safe to enter. and

Callao.

Aug — the moon is shining most brightly and a fine six knot breeze and smooth sea: and now while I am writing the screw is being lowered to drag all night so as to be all ready in the morning

Lat. 16° 47' S
Long. 76° 31' W.

Wednes 28th. Started fires at 2 A M this morning and started the engines at day break. at steamed in for the land which was reported about 8 o'clock. It was very foggy and it soon shut in so thick that we could not see anythi for some distance. The ship was instantly put about for fear we might possibly run ashore and ingloriously terminate this flattering cruise. The clerk of the weather most courteously raised the vail which showed the land and the Capt inspired with a sudden fit of courage ordered the ship to be put about, and steered for the north point of San Lorenzo, engine "slowed" down to 30 and 35 turns. As we neared the point they were run up to 40 or 50. and we went poking along like an old Dutch galliot of Rip Van Winkle's time. The few miles from the island to the anchorage was soon ran and we anchored outside of most all of the vessels. notwithstanding the Wyoming was anchored some distance in shore and close to the castle. It would be a most commendable proceeding if this Capt could have some practical lessons of seamanship

Callao.

Aug – given him, so as he could bring a
" ship into port with some credit to
himself and to the country to which
he belongs. A boat from the Wyoming
came alongside as soon as the anchor
was down, with one of the Lieuts. and
a suggestion from Capt Mitchell that
he should anchor on their port quarter,
but the effort and anxiety of coming
into port was quite enough for the weak
brain of our Capt. and the order was
given to draw the fires; so we shall be
be a permanency for some time, at least,

A large number of ships are laying here,
mostly guano men, but only one or two
men of war. The Wyoming is stationed here
and has been here some three months. The
Peruvians have two large screw frigates of
English build, but they are formidable in
appearance only with the present owners. One
is laying over to San Lorenzo for some misdemeanor not clearly understood. The Americ
flys at a large number of peaks, which
is a very gratifying sight to ourselves.
The castle remains about the same as when
I saw it ten years ago but we lay too
far out for me to recognise any of the
old land marks which I saw then.
Modern improvements have been adopted
to some extent, and they boast a lighthouse
on San Lorenzo, and a real railroad to
Lima, which is a great convenience to the
citizens of both places.

Much disappointment was felt.

Callao.

Aug by not receiving any letters or papers. but they are all safe at Panama, and we shall have all the better time when we get them.

Thurs 29th.

We received a visit from the Engineers of the Wyoming today and passed a few hours very pleasantly. They are a very gentlemanly in their demeanor, & left a very favorable impression on my mind. Mr Dukehart. is an old acquaintance. that I made while in Philada. at the examination. and I feel very proud of his friendship. They are very well pleased with their ship and officers. and call her the crack ship of the Station, and well she deserves the name if the reports of her performances are correct. One run from Panama to this port. a distance of 1400 miles she made in six days, against a strong trade wind. and another from the Chincha Islands a distance of 110 miles in 9 hours. a very quick run for a propeller. Her sailing qualitie are rather inferior to our ship, and her appearance on the water is not so fine either. but her steaming qualities are amply sufficient to cover these defects. A pleasant cruise to them and a safe return to their friends. Captain Mitche dined with our Captain. this afternoon. He is just the opposite of his entertainer, and sustains a high reputation for firmnes

Callao.

Aug- and strength of character.

A rather spicy affair occurred onboard today. which was disgraceful to the actors. and very discreditable to the ship. Mr Buhler one of the 3d Asst Engrs had a an altercation with the Carpenter Mr Owens. and called him no gentleman. when the latter immediately struck him or struck at him several times. when he was stopped by some other officers who were present. The affair was immediately reported to 1st Lieut by Mr B. but was subsequently withdrawn by Mr Frick. to the great satisfaction of the officers. who wish to see harmony and good feeling on shipboard. As the affair ended. the Carpenter has the best of it; but it will probably not be renewed in the ship. but it may be on shore.

Fri 31st, A survey was held on our engines today by order of the Captain. the board consisting of the three Senior Engineers of the Wyoming. If the old mill gets hauled to pieces here we shall have a good time here. Some of our mess went up to Lima. to see the city and festivities in honor of the Presidents birth day.

Sat. Sept 1st,

Nothing any great interest occurred today. I finished my smoke pipe or rather got it up in its place and carried away one of the eye bolts. to the great alarm of

Sept: the observers who viewed the elevation of this impatant appendage with the liveliest interest; however Monday will finish it I trust and then I shall have my time all to myself. The officers returned this forenoon highly pleased with their visit and the scenes which they saw there.

Mond 3d. Every one has been on the tiptoe of expectation today looking for the Lancaster which left Panama the same time the English Mail Steamer sailed. She came in yesterday with the mails and late papers of the middle of Aug. I went aboard with the 2d Lieut to open the "Fredonia's" letter bag which was supposed to have some letters inclosed, directed to this ship, but nothing was found. The Purser of the steamer (Bogotá) was very gentlemanly in his deportment and very obliging in producing the letter bag and showing us around the ship and many other little affairs. Her cabin is fitted up most magnificently, and reflects much taste on the designer. The panel work is finished with rosewood and birds eye maple, and very rich gems of oriental painting interspersed. She has four cylinders a high pressure exhausting into a low pressure and Morgan's feathering floats in the wheels. She is built of iron like the majority of English steamers, and is considered a fine model by their architects, although

Sept - I do not fancy the model of her stern and some other arrangements about her hull. For safety and comfort she can not be surpassed by any American boats that have ever been on this coast. Saturday night at 15 minutes before 12, experienced a slight shock of an earthquake, which awoke several of the men in their hammocks, and quite alarmed our worthy captain who is reported to have left his cabin in shirt-tail. These shocks are common occurrences in this country, so we must get to them, and then their novelty will wear off and excite no interest.

Tues. 4th, I visited the town this afterno for a short time, but there is but little to interest or amuse one. I found the city much improved, and much enlarged that is in the way of Spanish countries. The castle has been much altered in some parts but on the whole going to ruin. The embankment around the ditch has been cut away in some parts to destroy the use of the ditch, to prevent any force obtaining and holding the castle in case of a revolution, as the party which gets ~~the~~ it holds the country. This is on the principle of cutting off ones nose to spite the face, for a foreign force could easily obtain possession of this fortification, if they had the courage to storm it, now that it is weakened of one of its most formidable defences. I went down on the point to

Sept —, se the ruins of old Callao. which are fast being filled up and obliterated. Some bones of the garrison who perished here when the castle was besieged by Bolivar. are scattered around and in the arches of the ruins. whitened and bleached by the long exposure to the weather. The bigoted and narrow religious prejudices of the people prevent any one from digging amon the ruins for the treasure which lies buried, beneath, and there it will remain untill some radical change is made in the country

Some papers of late dates interested me at Crosby & Co's who were very kind and obliging in their civilities.

A very exiting scene was witnessed by the ship's company this morning. a large whale was attacked by two large thrashers which fastened themselves to his body. and when he came to the surface of the water they lashed his body with the most terrific blows. They finally all disappeared, leaving us in doubt as to the result of the struggle The thrashers are generally victorious, and kill the whale. eating only his tongue. and leaving his huge carcass to drift about the ocean a prey to the numerous birds of prey, or perhaps some fortunate whaler may pick it up, and make a booty prize

Wednes 5th, The Lancaster arrived this morning to the great satisfaction of all hands, but to the general disappointment of all hands, brought no letter bag, but considering the facts in their proper light

Callao.

Sept . it was a very fallacious expectation to anticipate anything by her. as she did not hear of our arrival untill she arrived at Payta. She is a fine ship of her class. carries 20 9" guns, and 2 11" pivot on her spar deck. or rather the broadside guns on her gun deck and the pivots on the spar deck. Her engines are in fine order. and work most satisfactory The engineers have fine quarters and like their ship very much. I went aboard after she had been to anchor a few hours. and remained while she saluted the Peruvian flag which was promptly returned by the Castle. Everything about her contrasts strangely with the little narrow cooped up vessel of ~~h~~ ours, and makes one feel very much discontented with their position here. Her advent into the harbour. dropping anchor and blowing off steam like a North River steamboat. was hardly in true man of war style; but there may be some old fogies aboard as well as with us.

Mr. "Bowlegs" resolved himself into a very violent ill humour today. and was actuall heard to swear in one of his most violent spasms. It is hoped. that he will find relie in a good nights rest; and plod on in the even tenor of his way tomorrow. The 1st Luff is ashore. and the ship ought to be put in ship shape order to meet the approv of ye Commodore. and this may account i a measure for the old gentlemen's choler.

Callao.

Sept— Fri 7th.

Nothing of any material interest occurred today. A fine breeze blowing from the Southward, which brought in a number of Ships. An English propeller came in this morning from Valparaiso. but we can expect no news from that quarter,

Mond 10th. A trip to Lima.

Yesterday about 11-30 A M. I found myself in a genuine American R Road car, en route for the renowned city of churches, to see the sights, and the people generally. but more particularly a real bull fight, reported to be the last of the season, and gotten up especially for the benefit of a new regiment of two hundred men or more. My ride in the cars reminded me more strongly of home than anything I have seen since leaving it; and for the strange language, and stranger custom of smoking in the cars, and the appearance of the country through I was riding, I should most certainly have thought myself on the whortleberry train of the redoubtable Cape Cod R Road. jogging along in a most exemplary manner. There is nothing of especial note along the line of the road.— the ruins of one or two churches, and a number of buildings which might have been a mission in it's day. but now in a most delapidated condition: a number of walls made of adobe brick running in all

Sept – directions and showing very apparently that the land belonged to somebody, although it would be a very doubtful matter to determine the use of some the lots from their appearance; near the city however the walls were very high and enclosed large gardens of bannaw and orange trees laden with their fruits and presenting a most tempting sight to the watery ~~mouths~~ eyes of us Yankees who were in the train. The track is laid directly up one of the streets to near the centre of the city. where there is a commodious station house. whose greatest excellence is the large amount of room it contains. We arrived safely after some twenty five minutes ride. and then took our way up into the city. As it was Sunday, all the stores were closed except the cigar shops, and apothecaries, Most of the people were either going or coming from church, which afforded us a very fine opportunity to see the good people of Lima. and especially the fair sex, who were out in their best attire and looked most lovely to our unsophisticated eyes. Passing by one of the churches where the familiar sounds of an organ and choir sounded in our ears. we stopped a few minutes to witness the form of worship. The interior was grand and magnificent. with the lofty arches and imposing altars, beautiful paintings of Holy Family. and scenes of the life of the Virgin Mary and the infant Jesus. The congregation mostly ladies were kneeling down on the tile floor. with their bibles an prayer

Callao.

Sept - books in their hands. and devoutly engaged in the worship (Vespers) and paid no attention to our entrance. A number of priests in their white robes were in the back of the church around the grand altar. where some beautiful white candles were burning, In some gallery over, alcove not visible from the entrance a choir were singing mass accompanied by a fine organ and orchestra. We did not remain long, but continued our way up into the city, where we met several officers of the other ships laying. After a turn around to the different hotels. and a good lunch. we started for the scene of the bullfight which was the principal attraction of the day. The ring or areana in which these exhibitions take place is in the Plaza de Acho (or being interpreted means the place of the bull,) some two miles from the city on the NE side. Every body seemed to be going in the same direction. gentlemen, ladies, children, and in fact a great many that were not gentlemen and ladies. After some jostling and elbowing we found ourselves in the neighborhood of the ticket box or the [illegible] place where they received the entrance fee, a sort of rough shed with a narrow ~~passage~~ ~~partition~~ in for the great public to pass throug. Investing „quatro" reals at a table where there were several rather fast looking Peruvians were sitting. we entered an open space around the circle of seats which surrounds the arena. and then passed through one of the

Sept - narrow entrances to the circle of seats for the million. The ring was upwards of two hundred feet in diameter. surrounded with a high railing to keep Taurus within proper bounds. The first tier of boxes. is on the same line with the floor of the ring. with a narrow aperture for the occupants to look through. These boxes were chiefly occupied by the daughters of Eve who are so fond of apples. and their admirers which are legion. The circle of seats are immediately over these boxes. and back of the seats and above them are the upper boxes which are occupied by the higher classes generally. A number of bulkheads are put up a short distance from each other, for the Matadors to dodge behind when the bull presses them too closely. and a number of posts are erected in the centre also. for the same purpose and very fancifully painted with red and white. On one side of the ring is the private box of the President very richly decorated with red velvet and gilt work Nearly opposite on the left is the gate for the entrance of the bull; on the right is a large arched gate where he makes his exit—after he has given up the ghost. The immediate object of this exibition was for the benefit of a new regiment of two hundred men as I have mentioned before and an unusual turnout was expected in honor of the event: every seat was filled and all the boxes were teeming with

Callao.

Sept - fair faces and sparkling eyes of the daughters of Peru. Three bands of music were present. one in the seats front of the Presidents box. one with a regiment of curaissers who occupied seats in the circle. and the othe with the new regiment. The young followers of Mars gave the audience a display of their drill in the arena after it was cleared. and executed some maneuveres very beautifully. I was very much pleased with this part of the performances. for I never saw so large a number of men drill with such precision. The orders were all given by the sound of the drum. the band in the meantime playing a slow march. after they had concluded: they marched out and took seats in the circle. A few minutes after: three or four horsemen entred by the arched gate followed by the Matadors. dressed in breeches and flesh colored tights. and a richly embroidered round about or jumper; a sort of rose or bow made of ribbons fastened on the back of the head completed their attire. After a dignified length of time had elapsed. a rocket was fired from the centre of the arena. and instantly a small opened when in came the hero of the day. at a furious gallop. and instantly made a fierce charge at one of the horsemen who avoided it with the most consumate skill. by a long scarf which he shook in the bulls face who vainly attempted to toss that instead of the horse. after a few

Sept – futile attempts in the same manner in which he was completely humbugged by the cloth of rider, he halted a moment to see if he had not been a little hasty in his attacks. but before he had time to come to any definite conclusion, one of the Matadors ran up and ~~through~~ tossed one end of his scarf in his face; this affront was not to be endured for a moment, so he made a most furious charge at him. but the cloth blinded him and the Matador dodged one side while Taurus went bolting off at nothing, but he immediately wore ship and at him again but with no better success; the other Matadors now relieved their companion, but the bull had no better success in his charges. but some of the men had some narrow escapes and often had to drop their scarfs, or leave them on the bull's horns, and make the best of their way out of the arena. A jolly darkey who sported a scarlet scarf was an object of the greatest aversion to Taurus. but "gumbo" handled his scarf so skillfuly that his bullship was completely humbugged by his sable antagonist, and gave up the contest in disgust.

This part of the exibition varys in length according to pluck shown by the bull: if he fights well they keep up the sport until he is sufficiently worried or tired to be a little docile: if he does not show much spirit after a few minutes one of the men runs up

Sept - with with a short stick in each hand trimed with bright colored paper one end pointed with iron and barbed to prevent it from drawing out, and sticks them in each shoulder of the brute and quickly dodges ~~each~~ on one side as he rushes past. This feat requires a great deal of nerve and agility, for if he should make a misstep he would find himself suddenly elevated on a couple of horns. When the audience are satisfied with this part of the fun, the trumpet sounds a signal to kill the bull. The chief Matador now runs up armed with a drawn sword and a short stick with a purple piece of cloth attached to attract the attention of the bull while he makes his thrust.

By the established laws of the arena he cannot attack the bull, but must provoke or await the attack and kill him at one thrust in the back of the neck or it is not called cleanly done. This part of the fight requires much experience and agility. for although many men can dodge the bull, very few have skill enough to inflict a deadly thrust.

The Matador who took this part today did not succeed very well in his first attempt and was roundly hissed for his ill starred fortune, but he regained his popularity before the close of the day.

The first bull was a coward and

Sept- would not fight, so he was ignobly driven out of the ring. Taurus second was game and fought well. He was beautifully dressed with a splendid belt of velvet an embroidered gold sewed to his hide. After two cuts from the sword, he smelt mischief and backed himself up against wall and doggedly refused to leave his position notwithstanding the means used. He was finally induced to leave in the company of two steers which were driven into the ring for that purpose. One noble looking brute was instantly killed by a shell that was exploded between his horns where it was lashed before he came into the arena, and exploded by a fuse by one of the matadors. There was very little to admire in this feat but it gratified the taste of the Spanish race who delight in such scenes. Another was killed by a sort of a lance which was held by a man in a kneeling position, with one end firmly on the ground. The bull made one charge and jumped on the lance at that finished him.

A very amusing feature was introduced in the shape of a light wicker cage of cats tied securely by a string. It was supposed that Taurus would give it a toss and land it on his back when the cats would fasten by their claws and make a deal of fun for the audience. but the bull smelt a mice and declined the honor.

Sept - One of the attendants then liberated the cats and such a scampering as poor puss made has not been seen for many a ~~fon~~ long day. All things have an end and bullfights are no exception to this rule. and the affair closed with a man riding on a bull's back but he was quickly unseated and before he could make his escape he got a slight lift on a horn, but was not much injured as he walked away after the accident. I felt very much satisfied with the performances. but it is rather too brutal for our American tastes. but it is very popular with these people and especially the ladies who enter into the spirit of the struggle with the warmest admiration, and when anything transpired to excite their feelings they cry *bravo bravo* with the greatest animation. The scene was indeed brilliant and dazzling; the gay bright uniforms of the soldiers; the beautiful music by the bands and the lovely faces of the ladies combined made an impression on my ~~fancy~~ memory that I shall never forget. After leaving the building we went down and had a good lunch and after walking around in the evening and seeing a very poor opera very poorly performed We *turned in* and had a good nights rest. In the morning we visited the great cathedral of Lima, and was shown the vault where Pizzaro's remains are laying, a ghastly mouldering skeleton laying on a shelf with a curtain.

Sept — to hide it from view; The sitton informed us that it was not a certain thing about the identity of these remains, but common report gave credence to the fact. There was a mournful interest in gazing at the mouldering remains of this brutal monster who has handed his name down to posterity covered with crime and blood, but long since silent and dead. What an array of victims he will meet at the judgement seat no man can conceive, but an eternity of misery would hardly punish him for his atrocities. A visit to the statue of Bolivar in bronz a master piece of statuary in the square fronting the Church San Francisco, and a stroll around the city, and then a short ride in the cars brought us down to the salt water again, and so terminated my visit to Lima; and a very pleasant one too, and I hope those in future will be equally so.

Fri 14th.

We were honored with a visit from the Fflag officer and American Minister Mr Clay this afternoon, but he did not remain but a few minutes. All of our officers have been in uniform this afternoon in anticipation of his visit, and were in anything but pleasant humor at the long delay they were subject to. Next Monday he will come in state to inspect the ship, and then there will be another starch up and grand parade. However it is only once in a cruise so we must be liberal in our

Callao.

Sept — growling. A French sloop of war came in last evening; and saluted the American Flag with thirteen guns before she anchored. The Lancaster returned it after some delay but it was not done as well as Johny fired his.

Sat 15th, Nothing of any note occurred to day. Some Spanish ladies who were invited off to the ship by the Ward Room officers made us a visit to day, and enjoyed themselves finely. They stayed their welcome out, to the great disgust of of some of the officers, and especially Pills who had to leave the ship and go ashore. The boat was called away twice but the fair "senoritas" changed their minds as many times, and finally concluded to stay to dinner, after keeping the unlucky shoulder straps waiting the entire afternoon. The joke is the best of the season, and amused us plebians outside of the sanctum, to see the woeful visages of the officers who were so delightfully sold; and will not be likely to invite any more senoritas here for the present. They were very fond of running up and down stairs and showing their pretty ankles and white linen rather high up. Of course we young men would look at such things, and roll up our eyes in pious horror.

Sund 16th, 〃 Visiting day all around, officers and men from all three ships exchanged visits and had a very social day. Two of the Asst Engrs of the Lancaster, Mr Cahill

Sept and Mr Delius came on board and passed the afternoon and evening with us, and we had a very pleasant time. This evening there has been several distinct shocks of an earthquake have been felt and a rumbling sound heard. The last of this month is the anniversary of the destruction of old Callao and the season may be peculiar to them

Mond 17th Inspection day by the Flag officer! Everybody has been scouring and cleaning the past few days in anticipation of this visit in order to make it pass off to the credit of the ship. Commodore Montgomery was accompanied by Mr Temple Flag Lieut. and his son as private secretary in full dress with swords. and memorandum books to take notes and time of the performances. All of our officers were dressed in undress uniform. side arms and pistols. After he had been aboard a few minutes. the drum beat to general quarters. ~~quarters~~. and the round of inspection was commenced. first exercise with the large guns. the pivot. fire quarters. boarders pikemen, small arms and rifles. and lastly the boats were manned. and some exercising with the howitzer was displayed. The most of the drilling was tolerable. but one division of small arms was a miserable failure. and they failed to pivot the large gun after spending an hour ~~to~~ in the attempt. Some other little deficiencies were noticed. but the Commodore is very much of a

Callao.

Sept — and did not wish say anything unpleasant, merely remarking that we had not been out long enough to drill with precision and promptness of other ships that had been longer in commission, but he presumed we would improve rapidly now we are on the Station

Sund 23d. A very dull and quiet day. Some gentlemen came on board to dinner this afternoon, which made the time pass more pleasantly. A Mr Parker of the House of Crosby & Co and a Peruvian gentleman by the name of Mr Delius of the Lancaster dined with the Engineers. The other gentlemen dined in the Ward Room, and an invitation extended to my humble self one of the 3d Asst Engineers to dine with them, an occurrence that has not taken place for a long time; what reason they had for extending this civility I cannot imagine, but I accepted it with pleasure and enjoyed myself very much. Mr Harris Master of the Lancaster was here also and ,0 of the Starboard steerage. Mr gave me much information about the country and its people institutions &c. He spoke English remarkably well as he had been a long time in the U States and Canadas. Yesterday His Excellency President Castillia visited the Lancaster, and was received a national salute of twenty one guns, yards manned, and

Sept— other honors usually shown to such high dignitaries. His visit was a suprise in part. the commanding officer of the L having received notice of his visit only half an hour before he came onboard. The Flag officer and Captain were both in Lima and hurried down but they were too late and met him returning from the ship. The President then visited the French sloop of war and was saluted as before. Johnny although taken by suprise. carried out the civilities with the promptness and alacrity peculiar to their nation. and showed his ship to be in thorough discipline A large number of the young officers of the different ships in the squadron were ashore last night on a frolic, to see the town and people and other things of importance. After rolling ten pins for an hour or more. we took a turn around town visited the dance houses and some other houses of rather qestionable reputation observed life in Callao. our feeling was more of disgust than any other character. and we went off to the ships in one boat twelve in the party. singing a lively song perfectly satisfied with our visit.

Wednes 26th, A very dull day. nothing of any importance to noticed. Some of the men who have been ashore on liberty returned as drunk as drunk could be. Three of these worthies. had some difficulty with some of the Peruvian officers and were confined in the Callaboose, and returned

Callao.

Sept — aboard this morning with a good prospect of a courtmartial for their civility!

The Chief Engineer and Senior Ass't of the Lancaster were aboard today to see about the repairs going on. I think their opinion fully expressed in regard to the system of managing this department would be more emphatic than flattering to our Chief, and Miss Nancy would doubtless come in for a share. At the present rate of doing our repairs we shall be detained some two weeks longer. Monday I made another visit to Lima on the occasion of the feast-day of St Mercedes when all the girls turn out in their best attire, and many in their spring dresses. The celebration was of a religious character, but it would have puzzled a stranger exceedingly to have decided whether it was religious or military from its appearance. A few images ornamented with the usual amount of fillagree work peculiar to Catholic taste, and two or three regiments of soldiers with some civic and church dignitaries composed the procession, but the sidewalk delegation were out in full and amply repaid us for the visit and the trouble. After leaving the church they marched slowly up the principal street and around the Grand Plaza in front of the Cathedral &c and then returned to the church again. A large number of troops were drawn up in the square.

Sept — artillery cavalry and infantry of the regular army, but they are a sorry looking set at the best, and would hardly make an equal number of Yankes run

Oct Mond 1st. All hands at work today in the Engineers' department rushing off the work on hand to go to sea on Sat; but it is rather doubtful whether we get away. The mail on Wednes will probably bring more definite news of the exploring expedition we are detailed to assist, and if the orders are strict the Wyoming will probably be ordered to go in our place. The most of the officers wish to leave if possible and the Chief Engineer is doing his utmost to get things in rediness. The lead has all been taken off as that is one of the last engineering hobbys and like all new brooms sweeps clean. However if no one made experiments; the world would make but little progress in science. so we must contribute our mite

Tues 2d. A very pleasant day. but the most of the Engineers were too busy to enjoy it. We finished setting the steam valves, and are now waiting for some other work that is ashore The Mutinee English sloop of war arrived last night from Valparaiso. and saluted the different flags in port. She was one of our nearest neighbors in V but we are anchored too far out to suit his views. and he has gone in some mile or more farther.

Callao.

Oct — Quite an excitement was created on board to day by a report that our Minister Mr Clay was going home and no decision could be made in regard to the claims now pending between the two goverments. also an order to all vessels laying outside the Lancaster must haul in shore to prevent the barbarous Yankes from bombarding the town. The report probably started about the same time the cook served out soup from the coppers

Wednes 3d. News from home this morning. the first I have heard for six months and it was most acceptable. I recieved six letters and several papers. but there are more letters and papers on the road or miscarried. for I recieved nothing from home, that is directly. and I know there must be some in some place. However when we arrive at Pannama. I shall look for the missing "docs" and the papers and magazines that have been sent to me.

Some of the officers recieved over a dozen letters and a large number of papers. One of the fireman recieved eleven letters and forty papers. Almost every one recieved something either a letter or paper. the latter of every creed and variety. from grave commercial papers. down to the comic monthlys including the flaming pictorials. and slang sporting journals. The brutal "mill" between Heenan and Sayers excites the greatest interest on board among the seamen, and

Sayers was Englishman [illegible] England [illegible]

Oct – the little groups around the deck verify it, as they stand with gaping mouths and open ears listening to the disgusting details as they are read by some worthy tar who has received a little eddication and elected orator by common consent.

The order was passed by the 1st Lieut; that we shall sail for Pannama on Sat morning 6th if the engines are ready, so we shall have to make our dieus to the fair senoritas and seens of Lima and prepare to do pennance at some Botany Bay port on the Mexican Coast.

Thurs 4th. Our repairs are rapidly progressing and we shall probably be ready for sea in two or three days. The last brick is that we are going to Guayaquil first and afterwards proceed to Pannama.

The Lancaster sails on Mond for Pannama direct, and the Wyoming will remain untill the pleasure of the American minister is known, when she will make a short cruise somewhere for variety sake if nothing else. A number of merchant vessels arrived to-day, some of them are very fine clipper ships. This evening a French frigate was seen in the offing, and the bunting was kept flying after sunset. The Mutine sailed this afternoon for Pannama via the intermediate ports. She is a very pretty ship and sails and steams very well. I visited her Engineers while in Valparaiso, but I have not had an opportunity

Oct — to renew the acquaintance while here. We shall probably have a chance to become better acquainted if we meet in Pannama

Fri 5th. Nothing but the same monotony of man of war life to day. The French man of war alluded to yesterday was the sloop of war Bayonaise. and this morning with the usual promptness and spirit of courtesy characteristic of Johnny Frapau. he banged away the customary salutes to all the flags in port. which was returned promptly by all the flags but the Peruvians. who unfortunately happened to be out of powder. and had to send to Lima for a supply. The Peruvian frigate laying here is not allowed any powder on board for fear of her running away. or using it for other purposes than those intended by goverment. It is rather a qeer state of things when a goverment cannot trust the navy in peace. for it certainly could be little relied upon in war when the country most needed its aid. This is not the only exception however. for the army is as fickle and unstable as any nation that has a trace of Spanish blood in it. They have no cause for complaint, for the county is not badly governed, but the difficulty is everybody wants to be govenor or President. Castillia the present President is not a pure blooded Castilian: hence the opposition and dislike of the upper classes. Consequently he has to look for support to

Oct— the lower classes. and in order to command their admiration and good will, he has to gratify their tastes and desires for show and display. and anything else that will please the great unwashed. One great hobby of theirs is the army, which numbers some 10000 men. all of the privates are Cholers, and many of the officers are half breeds. This makes a sure thing for his Excellency, as he is secure against a revolution so long as he fosters the army. and they will remain devoted to him, so long as he looks out for their interests, but not a moment longer. for he will not some one else will. and it would not cost them anything to change. Castilea is a man of great firmness and decision of character. and would undoubtedly do much different under different circumstances, but he has to act according to destiny. and should be judged as liberally as possible.

Sat—6. A great excitement was created in the harbour last night by the barque Mary Hill of Boston catching fire and burning brightly for several hours befor she was put out. Boats from all the ships in the harbour. were sent to aid in extinguishing the flames. but they did avail not untill the arrivall of the French boats with some hand pumps. when it was nearly put out. The crew were all arrested and taken on board of the Lancaster to await an investigation of the affair. as there is no doubt that she was set on fire purposely. as she was leaky and the men were afraid to go to sea in her.

The English steamer Vixen came in this forenoon. from Pannama, and anchored near to

Callao.

Oct – our ship. I went up to Lima and made my farewell calls. walked around the city and returned again in the evening.

During my walks around the city I saw two regiments of ifantry down in the bed of the river with their arms and knapsacks diligently doing their washing. an operation I had never heard of before. One regiment finished their ablutions. while I was looking at them. formed ranks. sounded a series of infernal charges on a series of execrable trumpets. played a piece with band. and then filed off and marched into the city, a great deal cleaner if no wiser.

The scene was a very fine one, and if I had an artists skill I should certainly made a sketch of the place. as a souvenir of this beautiful city and splendid landscape. I bade adieu to its busy streets magnificent and venerable churches. beautiful and tasty shops and stores. clean and well regulated streets, and last, but not least, the dark eyed senoritas, with feelings of sincere regret. and a secret wish that we may once more visit this country. before we go home.

Sund 7. A fine pleasant day. very much like our June days at home. The American men of war sent two boats each from their ships and towed in the Mary Hill to a secure berth. She has 800 tons of guano on board which will probably be taken out of her but the hull will not pay the expense of repairing in this country. The Englishman banged away his salutes this morning. and was answered by the other flags. Some ladies were aboard and dined in the Ward Room today. and went ashore again

Callao.

Oct – in the evening I made my farewell calls aboard the Wyoming and Lancaster, untill we shall meet again which will not be long probably.

Mond 8. Off again after an endless routine of humbug and ceremony with the Flag Officer, who has very little firmness and decision of character for place of so much responsibility and trust. We got away after a while and are our own masters again to the great satisfaction of Miss Nancy. Our destination is Guayaquil and we have the American Consul of that city as a passenger. a Spanish gentleman who was driven away by the revolution some time since. The engines work very smoothly with the new theory of no lead. but the indicator cards show something wrong in the valves yet. The condenser leaks salt water as before but the pumps work well and no difficulty need be apprehended from that source. We are using but one boiler as we expect to air the screw tomorrow morning. The engine makes 50 turns but our speed is very low. with a fine breeze abeam. topsails top-gallantsails. fore and aft sails set the engine working steadily smooth sea she logs a short 7 knots.

Tues 9. Hauled the fires this morning and hoisted the screw. and shall probably sail the rest of the distance. The sea is smooth as a mill pond. but the wind is very light. However we are in no great hurry so we can afford to take things cooly. The various divisions of small arms have been firing at a target to-day with rather indifferent success. The coal heavers made the best shots of any. marines not excepted. The latter handled their arms more promptly, but their balls were

Callao.

Oct – wide of the mark. The American Consul – showed the white feather this morning, the gentle rocking in cradle of the deep affected his stomach to such an extent that he had to give up and lie down. Old Neptune is no respecter of rank or persons. and all travellers on his domain must pay the penalty.

Lat 10° 22 S Long 78° 50' W

Wednes 10th. Nothing to write today. A light breeze from S E with a smooth sea. Every one seems to have the most sublime indifference in regard to the time of our arrival or anything else which pertains to our cruise. Since we received our letters and heard from the States, there has been a better state of feeling aboard, and the little petty quarrels and differences have been smoothed over, and a more harmonious feelings will prevail in future.

Lat. 9° 13 S
Long 79° 45 W

Thurs 11. The scraping mania attacked the 1st Lieut again this morning, and the gun carriages were thoroughly scraped of the previous coats of paint with which they had been honored, and a coat of stain applied instead. This with some other treatment in future, will doubtless restore them to their previous glory. This evening the Doctor treated the Consul to some choice pieces of music, on the flute which pleased the small audience very much.

Lat. 7° 47' S
Long. 80° 36' W

Callao.

Oct — Fri 12. A very eventful day for our ship. for the first court martial was held to-day. to try one of the seamen for insolence to the officer of the deck, a week ago. The learned court adjourned without coming to any decision. and will probably close the case to-morrow There will be enough of them hereafter now the ice is broken. and poor Jack will have to bridle his tongue, or his wages will sadly reduced at the end of his cruise. This Station seems to be prolific of court martials. and our ship will doubtless contribute her share to sustain the character of the station.

Land was almost seen on the Starboard beam this afternoon. and two sails on the port beam. but so distant that they could not be made out. We were 215 miles from our port to day at 12 M. and most probably we shall try the black diamond breeze to-morrow. and hurry the old boat up a little.

Lat. 6° 23' S
Long. 81° 25' W.

Sat 13. Land ho! this morning. and we have been running close to it all day. seeing the surf some of the time. We have had a glorious breeze this afternoon, making our 8 knots and more. passed an spoke the American schooner Page. of an from San Francisco bound to Paita. A steamer passed us last night and a ship also. This evening Aunt Betty got himself in the family way and gave the order to lower the screw. and start the fires. in anticipation of some imaginary catastrophe to happen to night. However Uncle Sam has to

Callao.

Oct – to furnish the black diamonds. so we must submit with the best possible grace.

Lat: 4° 30' S
Long. 81° 25' W

Tuesd 14, Guayaquill. Ecaudor,

We arrived this evening about 9.-30 P.M. and after a most bungaling and unseamenlike attempt we moored ship with two anchors. hauled the fires and blew out the boilers. We ought to have been up before sunset in the common course of human events but Aunt Betty conceived a notion last night that we should run ashore before morning. if he did not shorten sail. consequently every thing was furled. and we drifted lazily along under bare poles. and had to steam all day to make up for it. A more thorough old granny never had command of a vessel. for he has not the least particle of confidence in himself or any one else; and if we are ever so unfortunate as to get on a lee shore. good bye to the old Narragansett,

We had a most beautiful day. but very little wind. and most excessively hot. We ran along in sight of land the greater part of the day. and passed close to the Island Santa Clara. a large barren rock. and a few hours after anchored off the island Puna. opposite a small village. hoisted our colors and fired a gun for a pilot. The American Consul. and the Carpenter went ashore in the Spray, and soon returned with that important personage. A middle aged man dressed in scrupulously clean pants and jacket. He informed

Oct- Captain that the tide was turning, and if he got under weigh immediately he would have it in his favor. for a wonder he consented, although it was night, and the river full of crockidiles, or alligators ready to devour the unfortunate crew if we had got wrecked. The scenery along the banks of the river is very monotonous and uninteresting, after one has been accustomed to it. but to our eyes it was very pleasant, after our long sojourn on Neptune's domains. The forests is a dense thicket, extending to the edge of the water, and from appearances as impenatrable as the Dismal Swamp. and full of mosquitos and reptiles. We passed some of the small coasting craft which ply on the river, in the early part of the evening, but it was soon dark, and we continued the rest of the run in darkness. The current was very swiftly, some five or six knots, and is very muddy. I cannot form any idea of the place tonight, although it looks very bright and cheerful with the numerous gas lights, and sounds of the church bells and indistinct strains of music which come floating over the water.

The sentence of the court martial was read to day by the captain. 30 days confinement on bread and water, and loss of one months pay. This was given with some sage advice more forcible than polite, but it did not seem to have but little effect on Jack who looked as though he did not care a straw for all the advice in Christendom.

Guayaquil.

Mond 15. A confounded hot day, thermometer up to baking. and everybody looking for a place to keep cool, and everybody complained of ill success: in fact it is the hottest day we have experienced since leaving the Atlantic tropics. My impressions of the city are rather favorable so far as I can from appearances. but I have not been ashore yet. There is but one princip street where they do business. and that is on the bank of the river. and looks very lively in the morning. A great many canoes are laying along the shore, loaded with fruit and other commodities. the greater part have a little grass covering to protect the occupants from the sun. An occasional coasting or river craft my be seen, but the show of commerce is rather meagre. Some Peruvian men of war are laying here. and one or two merchantmen and that comprises the sum total of the shipping. The appearance of the city is not very magnificent: the only buildings visible are two story. with the tile roof peculiar to this country, have great many windows with large white curtains to shield the people from the sun; but I must withold any further opinions untill I have been ashore, and viewed the town and its lions.

Tues 16. Another steaming hot day. The fireman and coal heavers finished their dirty job in the bilges and have now got the engine to overhaul and repair. while the deck hands dress in white and do nothing but some — trifling duty about the ship. Firemen recieve higher wages than seamen so they must expect to work for it.

Guayaquil.

Oct – Wednes 17. Quite an eventful day for our ship. General Flores and his aids visited the ship officially today and was recieved with the usual honors due to an officer of his rank. He is spare slim man of the medium size, his hair turning grey, and slight stooping in his gait and other indication of age. His dress would become a montebank or a clown in a circus ring, than the President of a republic His coat was covered with an incredible amount of gold lace, pants gold laced. and cap — most elaborately embroidered. and a small bullion tassel fastened on the left side. He wore no epaulettes or straps to show his rank. which is known without any such distinctions. One of his aids wore a generals uniform, with side arms. and the others had some diplomatic costume. The American Consul accompanied him and wore his usual diplomatic dress. Our Captain showed him around the ship, and also all of the arms. which pleased His Excellency very much. The large pivot gun exited his admiration to a great degree. The howitzer interested him very much, as also the Sharps rifles. After a smile in the cabin he returned ashore. with a very good idea of an American man of war.

I went ashore this afternoon for the first time but saw nothing worthy of record. It is one of the most wretched and dreary places I was ever in. The street fronting the river contains nearly all of the stores and shops. which are mostly dry goods and fancy articles. The other streets look as they had been visited by an earthquake a week ago and had not recovered from the effects. They are

Guayaquil.

Oct — miserably paved full of timber and loose paving stones. and impassable for carriages of any kind. consequently every one has ride a horse back if he is fortunate enough to posess one. The only ~~redem~~ redeemiable feature in the city. are the Guayaquil hats. which have a world wide reputation. and justly sustain it. I invested what little cash I had. and bought 5 sombreros as sousiners of my visit here. The hat fever prevails very extensively on our ship. almost every one buying one or more. The prices range from $1.00 to $20.00 the latter of course being very fine and white. The higher priced hats are generally made large with wide brims. and are sold chiefly to the upper classes in this country.

The soldiers are a mongrel set attired in all kinds of dress and arms which look as though had seen one active campaign. at least. I had a fine opportunity to observe their military system. this afternoon. as they turned out a number of companies in honor of the American Consul, who hoisted his flag this morning. A more ragmuffin set never existed. and Flag Falstaff himself would reject them with disdain.

I returned aboard well satisfied with my visit. and ready to go any time.

Thurs, 18, Nothing to do. but lay around and sweat, The city resounded with horns, and drums this evening. to beat up recruits for the army. $1.20 is offered per diem. one ounce bounty. and $100.00 at the end of one year. The artillery is the defective branch just now. and there is a great demand for Europeans to join the army. War with Peru is imminent

Guayaquil.

Oct. — and Flores is anxious to be ready.

Fri 19. The Andes propeller (English) came in last night from Pannama. but brought no news, or papers. The St Marys is the only ~~English~~ American ship there. the Lancaster not having arrived. The English Consul dined aboard with the Ward Room mess this afternoon.

Sat 20. We were favored by a visit from by a beautiful young lady this afternoon. decidedly the prettiest face ~~since~~ I have seen since we left the states. She is and English lady the daughter of an English merchant here. and it like Home to hear our language spoken by a lady once more. The *shoulder straps* attired themselves in their *store* clothes on the occasion. and were as polite as so many young roosters. The M D. treated her with som airs on the flute. and one of the Luffs tuned his guitar. but did not venture to execute anything. Pater familas accompanied his daughter. which made it look very respectable in the eyes of Mrs Grundy. Some new men were shipped to day. and some others taken aboard as passengers to Pannama.

Sund 21st. Nothing to do but read and write all day. The boilers were pumped up this evening and everything is now ready for the match.

Mond 22. We sailed this morning at 9 o'clock. wind and tide against us. The engines worked miserably. and could not be run more than 50 turns without everything heating. Our run down the river was not varied by anything of any great importance. We saw several alligators sunning themselves on the muddy banks. and a number of turkey buzzards

Guayaquil.

Oct - in solemn convention in a tree. Half way down the river we passed a guard brig and a fort with a crowd of ragmuffin soldiers who assembled on the top of a hill to see us pass by. At Puna we made a signal, and a canoe came off with one man to take the pilot when he left. We made slow progress, as we had wind and tide against us and the engines did not work up to their average speed. However we got out far enough to discharge the pilot just before sunset and he departed in his little craft, with the best wishes of all. Probably he will not entertain very exalted ideas of American hospitality, for he left without any thing given him to eat during his return. I learn the fee for piloting is

Tues 23d. Screw up this morning and a fine 6 knot breeze on our port quarter. The fresh water distiller was started to fill up the empty tanks. Mr B one of the Asst Engineer was suspended by the Captain this morning for allowing water to get into the ship during his watch. The Chief Engineer acted very shabby in the matter, throwing the blame entirely on Mr B, after he had given an order to use the hose on the bearings. It will probably not last a very long time as the services of all the Engrs are required when steaming. In the afternoon, the Purser's Clerk and one of the master's mates indulged in a rough and tumble fight on some petty affair, and were both soundly reprimanded by the venerable skipper. The clerk appeared to have the disadvantage, for his face was badly marked up.

Lat 2° 31' S Long 81° 22 W

Pacific Ocean,

Oct - Wednes 24. A steady 6 knot breeze all day, and a smooth sea. We crossed the Line again, the fifth time during my life. Passed a schooner this afternoon about three miles distant steering South. Flying fish are very abundant in these latitudes.

Lat. 0° 30' N
Long. 81° 34' W

Thurs 25. One of the most beautiful days we have enjoyed for a long time: it seems like the Atlantic tropics. The same steady breeze all day, with nothing to vary the monotony of our usual daily life. The tanks were all filled tonight to the great delight of the Engineers. The fire was then drawn, and the mainsail set again. At 12 M we were 470 miles distant from Pannama.

Lat 1° 19' N
Long 80 47' W

Fri 26. Passed the English mail steamer steering S. Nothing but quarters to day, to vary the routine. We made 144 miles these 24 hours, and are now 330 miles from Pannama.

Lat - 3° - 16' N
Long 80° 23' W

Sat 27. Only 160 miles distant to day at noon, and if fortune continues to favor us, we shall be in tomorrow, and get our letters and the latest news from home. We have had a choice assortment of weather today. Wind and rain squalls, sunshine &c. but we have gone steadily on our course to the great satisfaction of all the people on board. This evening, the screw was lowered, and the fires started in one boiler, as a precaution to any accident.

Lat 6° - 02' N
Long 79° 49' W

Pacific Ocean.

Oct 28th, Sund. Steaming all day in a roasting atmosphere, which tried the oil out of everyone. We arrived at Panama at 4 P.M. the head quarters of the Station, having been in commission one year lacking a day. The Lancaster is here and also the St Marys: the latter with 50 cases of Panama fever on board. We recieved a number of letters and papers, but I was not so fortunate as some, although I recieved a number of papers.

There is some mismanagement in the mails as there are a number of letters missing. It is hot enough here to satisfy a Tartar.

Mond 29th, Nothing to do today but loaf around and pant! It is decidedly the warmest climate we have been in yet. We recieved visits from a number of naval officers today, and some of ours own went ashore. This afternoon we had a few drenching showers, which is the closing scene of the afternoon here.

Tues 30th. A lieut from the St Marys dined in the Ward Room, and imbibed too much whiskey for his mental powers, and got so uproarious, that he had to be sent away in one of our boats. The 1st Lieut asserted his authority in a very officious manner, and the other officers enlightened him with their views on the matter. Hot as Egypt and raining like a sieve.

Wednes 31st, Mr M the spiritual Luff came on board early this morning, probably to apologize for his indiscretion yesterday.

Commenced coaling ship today, the coal very dirty and wet. Rain and caloric as usual!

Panama.

Nov 1st Thurs. Coaling ship and doing nothing generally. The Mutine is here again and sailed into port under canvass.

Fri 2d. Nothing worthy of notice occured to day. Rain and [illegible] is the order of the day.

Sat. 3d. Miss Fanny increased the ships company by a dozen puppies this morning to the great interest. The operation commenced last night about 12 o'clock. when she carried the first one and put in Henry's hammock. In attempting to get in herself she awoke him. when he got up and put her in a box and covered her from the rain. Her attachment to her master is very strong as her actions last night show. To day she will not permit any one but him to handle her progeny.

This evening seven were taken away from her as the whole family is rather large for one.

A heavy swell has been running all day. and the ship rolled so heavy as to suspend operations in the lighter. A small lake was turned out again as usual. This entry will pass for Fri and Sat both. as it is dated one day ahead.

Nothing of importance has occurred to day.

Cunningham came aboard and made us a call this afternoon. the first we have recieved from the Lancaster. Upham the Paymaster's Clerk left the ship this morning for home. being disgusted with the service, and this ship in particular. He has a very unfortunate disposition. which makes him very disagreeable when he has the sulks. and his departure will not be very much regretted. One of the ordinary seaman. Evans has been appointed his successor. and appears to be fully competent

Panama.

Nov— for the duties. He is very young, and has an air of superior breeding and manners not seen among seamen generally. Rumor says that he has considerable property, and came into the service to see how he would like going to sea. The position he now occupies will afford him better opportunities to acquire a knowledge of the countries we visit, and also the position is much better on board of ship; for a man however so well educated is a man after all, and no partiality can be shown without making ill feeling among the others. I hope he will succeed in his new proffession, and give satisfaction to the old nervous Paymaster, who is as fidgetty as an old maid of fifty winters.

Sund 4. I went on board the flagship this forenoon; with the Captain and Surgeon, to hear the
ervice which is performed every Sabbath. The Episcopal service is used. and they have a fine little melodeon and some singers for the musical part of the service. I was much pleased with my call. and the kind manner which the Asst Engineers treated me. I have never passed a short time more pleasantly. and I think, I shall go aboard often while we remain.

The Guatimala arrived this afternoon from San Francisco with the mails and passengers.

A large merchantman has been in the offing all day trying to beat in. She is probably a coal ship.

Mond 5th. I made a mistake in the name of the steamer which arrived yest Sunday. It was the Cortez that came from San Francisco and the Gautamala from the Mexican Coast. Nothing of interest occurred today.

Panama.

Nov — Tues 6. The English mail steamer arrived this morning from Callao, bringing news of the death of Lieut Moore of the Lancaster, who was taken sick in Lima, and was left under charge of Asst Surgeon Bartelotte of the same ship. He was a fine looking man, and showed no signs of disease when we were there. The flags were all at half mast today as a mark of respect to the deceased.

An immense windy mass of flesh weighing 220 pounds, purporting to be an Engineer of the Brooklyn, made us a call last eve and remained all night. He has just returned from the Chiriquí surveying commission. His hair breadth adventures, great accomplishments, and immense influence at the Department were all retailed to our ears accompanied with a vast amount of wind and gas. He went aboard of the Lancaster this evening, to my great joy, and will probably edify the Engineers of that ship with the same gale he blew here

Wednes 7. I had duty ashore today, bagging some soft coal at the railway station. The weather looked promising in the morning, but one or two ponds were let out during the day. I finished the coal by 2 P.M. with the assistance of three of our firemen who went ashore with me, although I had to suspend operations twice on account of the rain. The remainder of the day I looked around the city, to see the objects of interest and curiosity. The town is very old and ancient, many of the buildings in ruins, especially the churches, which are covered with a kind of green moss, and rank weeds growing on the turrets and cornices, giving them a most

Panama.

Nov — venerable and singular appearance. The streets are very well paved. and are very clean owing no doubt, to the heavy rains which constantly prevail here.

The houses are much the same as all Spanish towns. but they have a neater appearance. and are all fitted with a verandah to every story. Of course the immense travel through here has changed the appearance of the city in many respects. the number of hotels. stores. American signs. the large number of Americans here, not to mention the railroad which is Yankee in every feature, and not least a genuine "bus" which makes periodical trips to the station. charging .50 per head. The limited time prevented me from taking more than a hasty glance around the city. I went over the old ramparts. which are firm and strong, and reflect credit on the Spanish Engineers who erected them ages ago. A single gun on a decayed old fashioned carreage stands solitary and alone pointing to the sea. with its iron mouth filled with stones and rust, a silent emblem of departed greatness. The barracks are in side of the ramparts and are occupied by the troops of the regular army. — We passed the prision which contained as villanous a looking set of men I have seen for a long time. Some of them demanded money. and used the most scurrilous language because we took no notice of their clamors. A company of soldiers were drilling under their officers. and a fresh batch of recruits were learning the rudiments from a drill seargent.

Some of the Lancaster's men got into a row just before the boat "shoved off". and one aggrieved tar discharged a volley of stones into a house that must have certainly astonished the occupants if nothing more.

Panama.

Nov - Thurs 8th. I had another tramp ashore again to do some shopping, and also to see the place. I bought a draft for $150.00 and sent to my mother. Some of the officers of the Brooklyn were over from Aspinwall, and I was introduced to Messrs Whittaker and Snyder, who are very fine fellows indeed, and they very courteously invited us to come over and visit their ship, but our respected skipper declined under plea of sailing orders, to let any of us go. I have seen quite enough of Panama, and long for our return to the Paris of South America.

Fri 9th, A very quiet day; nothing interesting but the anticipation of our mail tomorrow, and the run to Callao, where we shall probably remain some months at least. This afternoon a party of us took the dingy and went ashore on the islands where the burying ground is, and coal depot for the Navy, and mail steamers. Three of the 3d assts are quietly sleeping their last sleep in this quiet and secluded place, but I could only find the tomb of one, Wm Walters who died on board of the Frigate Merrimac two years ago. A number of other mounds are here with head boards and stones showing the ships they blonged and their grade a rank. One or two have a little railing around their graves, and other little tokens of the affection of friends. I saw one very interesting thing ashore which interested me very much. A train of ants were going to and fro from their nest carrying a little piece of a leaf of some tree which was part of their stores for the rainy season probably. Their industry is indeed marvellous, and the distance they travel is incredible compared with their size. I would liked

Nov— to have gone up into the bushes and and seen their domicil. but the island has a number of pleasant residents in the way of snakes. and as I have no partiality for such company; I did not push my investigations very far.

A beautiful roe came down to the shore to see the strange visitors. but it was very timid, and not disposed to cultivate a close acquaintance. We saw some sheep also. After a short row around the island, we returned to the ship. the most of us satisfied with our exercise.

Sat 10th, The mail arrived from the States to day but it was very scanty. Our mess were quite unfortunate; only one member got a letter. I do not understand why I do not receive any, for it is quite time I heard something from home. I hope the next mail will send something down to Callao for me.

We were informed today that we should sail for Callao on Monday, via Paita. and remain some months. It was also rumored that we shall go down to Valparaiso again. but there is nothing authentic about it. The Cyane came in this forenoon from Realejo. where she has been stationed some time. She has been nine days in the bay, sailing sixty miles. The winds are very light and baffling. which makes it very difficult for sailing vessels to accomplish much. She has come down to be relieved. and the officers and men will probably be here shortly. Cunningham made us a short call from the Lancaster

Pacific Ocean

Nov — Sund 11th, Under sailing orders. and none of the officers were allowed to go ashore. The letter bag was sent however. but no one but the Capts clerk went in her. Some of the men went aboard of the Lancaster, and the Mutinee, and some of the officers of the ships visited our ship.

The order was passed this evening. to have steam by 4 A.M. so we are off in the morning again to see the fair senoritas again.

The gunner is in hot water again. and suspended for disrespect to the 1st Luff. He is an ignorant ass. and if he would let rum alone. might make a passable officer. but he has a sailors failings and if he does not turn over a new leaf. he will never receive his warrant,

Mond 12. Under weigh this morning for Paita. Steamed with one boiler for a short distance, but there was no wind to make a draught and the other one was started. The weather is terribly hot and oppressive. and the Engineers have now got a chance to test their physical endurance of heat to their complete satisfaction. The engines do not work well. but thump very badly. The lead is taken off again, but it does not appear to be of any advantage to them. The cards taken are very singular looking affairs. and not at all coincident with the general theories of engineering

Lat.
Long, Panama Bay

Tues 13th. Steaming all day; making 55 turns smooth sea; light breeze. with fore and aft sails set part of the time; logging 8 knots; the same old song. One of the men hooked a shark from the poop. and tried to drown him with the line. After he was quite

Pacific Ocean.

Nov — weak one of the quartermasters attempted to slip a bowline over his head. which process the shark disliked very much. and in the struggle the line parted, and Johnny disappeared with the hook. Several of his bretheren were in sight, but the propeller started and frightened them away. A large school of porpoises appeared at some distance from the ship! but they did approach us. We had two visitors of the feathered tribe, one a large bird perched himself on the fortopgallant yard arm. and took a fine sail all the afternoon. The other a little swallow flew around the ship and alighted on the wheel once. Probably the it had been blown off from the shore. and was very much exhausted flying so long without rest.

Lat. 5° 51′ N
Long. 80° 09′ W

Wednes 14 A disagreeable rainy day with a strong wind on the starboard bow. The N has done very well steaming against the wind and sea. making 5 and 6 knots with 50 to 60 turns.

The Chief conceived a whim to stand a fireroom watch to show the department how the thing is done &c. He succeded in burning 90 buckets of coal to his own astonishment, and the amusement of the Assts and firemen. I was favored with an engine room watch, today, the first I have favored with except by illness of some of the other Engineers. It is like pulling teeth steaming against this wind but if they will allow us coal we can make her go.

Lat. 3° 15′ N.
Long. 80° 24′ W

Pacific Ocean,

Nov — Thurs 15. The southerly wind still holds on like a fiery creditor, and the engines have to work like Trojans to make any headway against it. The coal is disappearing rapidly to the great dismay of the venerable skipper, who has conceived an idea that the engines can be made to go without burning coal.

Our hawk companion was caught this eve by one of the men in the mizzen top, and brought down on deck. He did not manifest much fear or ferocity, but appeared exhausted with his long travels. After Jack had examined him to his satisfaction, he let him go, whence he took lodgings on the main yard.

Lat. 0° 52 N
Long. 80°49 W

Fri 16. Land ho! this morning broad on the port bow, and about eight or ten miles distant. Saw a barque also on the starboard bow, some three or four miles distant. The wind still holds on from the same quarter, but very light with considerable ground swell. We have made eight knots part of the time, the screw running 55 to 60 turns. If we meet with no accident we shall be in to Payta tomorrow eve, and have a short rest.

Lat. 1° 09 S
Long. 81° 05' W.

Sat 17. The engines have worked very well today, the ship making 7 and 8 knots against a strong head wind. We have been in sight of land all day, and have several sail, one of which was a steamer. By observation today, we were 80 miles from Paita, and if we keep up steam, we shall be in by midnight.

Lat. 3° 48' N
Long. 81° 18' W

Nov Sund 18. Paita. Peru.

By an act of almost superhuman daring on the part of the Capt, we came to anchor last night close to the shore, hauled the fires and blowed out the boilers. The conduct of some of the officials was very amusing while we were coming in. A gun was fired for a pilot. which did not come however. The engines were stopped and started several times to sound. and in coming in to the harbour. the skipper liked to had a fit; but he finally got the anchor down without any mishap. This morning one ship, a whaler. was seen. two coal hulks. and a fleet of small craft close in shore. comprising all the shipping in port. A more desolate. sterile barren looking place I never saw before in my ~~place~~ life. The shore is a high bluf of clay rock and sand. crumbling down in many places. The town is built close to the beach on a level place. formed by the bluf falling away. and is nearly the same color of the sand. the house being built of bamboo smeared over with mud. and heavily thatched; the streets narrow and filthy, and are nearly all alike in appearance. One or two buildings have an air of comfort about them. but they belong to foreigners. The custom house is built of corrugated iron plates. and is quite an ornament to th place. There is not a particle of vegetation to be seen. and I was told that every thing. even the water has to be brought upwards of twenty miles from the interior. With all its disadvantages. it is a favorite place for recruiting whalers. and they obtain fresh provisions at very reasonable rates. I met Capt Brown of the Clarice. and enjoyed myself very much conversing about Nantucket where he belongs.

Paita.

Nov— He is a veteran in this business having been to sea twenty seven years. His vessel has not been fortunate this cruise. having only 600 bbls three years out. He informed me that he should cruise one year longer and see if fortune would not be more liberal with him. I took a turn around the beach. but saw nothing worthy of notice except the senoritas bathing. They are not so modest as our American girls. for they bathe indiscriminately with the men. with only a rude dress around their waists. while lords of creation forgot to wear anything. The fair nymphs were not the least abashed by the circumstance and floundered about as merrily as a party of mermaids

I returned aboard early in the afternoon perfectly satisfied with my visit to Paita. and I wish never to come here again unless to leave in one hour afterwards.

Mond 19. We have been overhauling the engines today to get ready for sea tomorrow. The Clarice went to sea this afternoon on another cruise. The weather is quite cool and comfortable contrasted with Panama.

We sail tomorrow for Callao. to remain some months. An English barque that came in yesterday reported the Wyoming on her way for Panama.

Tues 20. We left early this morning. with a light breeze ahead sea smooth. the engines working well. We passed the Lobos Islands this afternoon. a large number of birds around them. mostly pelicans. A great number of smaller birds were seen. and also a number of finbacks sporting about the ship. We have been making 8 knots since we left. and if nothing happens to the machinery. we shall be in Callao Thurs. night.

Lat.

Long.

Pacific Ocean.

Nov — Wednes 21. Steaming all day. wind light and right ahead. A large number of finbacks have been playing around the ship, some of them coming within a stones throw. One or two shools of porpoises were also seen. but they always give us a wide berth Probably the screw is an object of distrust.

We have been making 8 knots against head wind and sea. with 55 to 58 turns. Lat 8° 16' S Long 79° 55' W

Thurs 22. The old engine shows signs of giving out after the long run it has made. We stopped several times today for some trifling thing that has occurred. If she will only hold together untill tomorrow we shall be securely anchored in Callao. as we were only 120 miles distant today at 12 midday. We saw a large ship this morning steering to the westward. The weather has been cloudy and drizzily something like our N E weather at home. There has been a short chop sea which has retarded the speed of the ship very much. sometimes making only 5 knots. Lat. 10° 09 S
Long. 78 46 W

Fri 23 Callao We arrived at 1-30 P.M. and took a good berth near the English store ship. and much nearer the shore than our former position. A number of runners and agents came aboard. to see their friends and learn the news. They reported another attempt on the life of Castillia this morning at 6 o'clock. by several officers of high rank. accompanied by some soldiers. The guards at the palace had been partly bribed and the soldiers that went with them: after obtaining an entrance into the palace they found some difficulty in forcing the door of the Presidents private room. and in the noise and confusion he was aroused. and came out in his night-

Nor clothes, and seeing at a glance the purpose of the conspirators, he ordered the soldiers to immediately shoot down the officers, which they immediately obeyed and instantly killed seven of them. The affair has caused an immense excitement but the guards have been doubled and other precautions taken to prevent an outbreak. It was a very narrow escape for the President and he may thank his stars that the people are so fickle, for if the soldiers were to be relied upon, there would have been another goverment today.

The Wyoming sailed on the 16th with Mr Clay and family, for Panama en route for home.

There is not much news here and but little change since we left.

Sat 24th. I went ashore a short time, but everything is the same as when we were here before. We are to commence coaling ship Monday, and get ready to go to the Chincha Islands for a short time.

Sund 25th. An English steamer came in from the southward, this afternoon, and the Peruana came in last night. Everything has been very quiet to day and nothing of any note occurred

Mond 26. Doing nothing all day. We have been waiting for the coal, but no lighter has appeared yet; probably waiting for another invitation.

Tues. 27. All hands coaling ship to-day, received 2 lighters containing about 60 tons, and another is ready as soon as she is alongside in the morning.

The Inca arrived with a hog boat this morning from Guayaquil. These porkers are imported for the lard which is made into oil. The Peruana sailed this evening again. There is not the slightest excitement on shore, and but little of any thing worthy of note.

Callao.

Nov. Wednes 28. Coaling ship all day. nothing of any importance occurred to day. worthy of note.

Thurs 29th. The mail steamer sailed for Panama. with our letter bag. and the best wishes of all. A gentleman and lady visited the ship this afternoon. who are going home in her. The lady was a very intelligent-looking woman, and is the second lady who speaks. English that I have seen since leaving the states.

Fri 30th. I was ordered aboard of the Archer of New Bedford this morning to get two casks of oil for the Engineers department. and had a very pleasant time. The Capt was very sociable and agreeable, presented me with some whales teeth and a jackarknife. He had a number of fancy articles which he had made during the long cruises they make.

Sat Dec 1st. We were paid off this morning in the genuine yellow coin to our great satisfaction. as we had some anticipations of the Peruvian lead, that we had seen come off in the boat. The men were paid off with it and a per centage allowed them.

Sund 2d. I went up to Lima last night but saw nothing remarkable. The streets were full of people walking around to the various shops. Three bands were stationed near the brida and played for an hour.

There is a feeling of uneasiness among all classes on account of the late attempt on the life of the President; double guards and patrols. and every other precaution against an outbreak. There was to be one grand bullfight to day, but I did care to remain, so I come down. Very refining recreation for the Sabbath.

Callao.

Dec. Mond 3d, Another mail from home this morning with letters and papers to the officers and men. Some received nothing and indulged in all kinds of quandries in consequence, while others of a more vindictive nature, expressed their disappointment in words not fit for ears polite. I received one that has been three months coming, probably been up to San Francisco on a pleasure trip. the other was dated Nov 8th, and had the latest news of the day. The steamer also brought the news of the election of Abraham Lincoln for President for the next four years, and the complete triumph of the Republican party. The South consequently are very much incensed and threaten secession and disunion &c. and the papers are filled with the most arrant nonsense and tirade in regard to matter.

An English sloop of war (the Clypso came in) yesterda morning and anchored a short distance aster of us. She is one of their old frigates razeed to a Sloop of war carrying her battery on the gun deck. This morning she saluted the Peruvian flag with 21 guns which was returned from the castle.

Tues 4. Nothing to write today.

Wednes 5th. We have been getting the ship ready for sea today, as we sail for the Chinchas tomorrow for a brief stay, and then return for a long stop here.

The English mail steamer sailed this evening for Valparaiso, with a large number of passengers, and amount of freight.

Thurs 6th, We got under weigh at 9 A.M. this morning for the Chinchas with one boiler to test the experiment of the 1st Lieut who has maie the notion that one third of the fuel is saved thereby. The fallacy of this was completely demonstrated today, for after the fires were dirty, the other boiler

Callao.

Dec. had to be started to keep up the steam

A number of rounds were fired to experiment with shot and shell. The first target was a rickety trap with an upright spar and cross pieces at the top and bottom. and white cloth spread between and a black ball painted on the white ground. the whole to be kept upright in the water by bags of shot and sand attached to the bottom of the upright spar.

After passing Lorenzo. the trap was launched and a boat lowered to tow it away from the ship, and adjust it. The top hamper proved too heavy. and while attempting to fix it the whole affair tumbled together in a lump. and disabled it for one day.

Two oil casks which we had were lashed together and pitched overboard. for a target. which was a very poor substitute as it was out of sight the greater part of the time. The shells went very wide of the mark. but some of the thirty two pounders came very near the mark. We could see the balls fire as they went flying through the air very distinctly. and the shells especially. After firing to the satisfaction of the Capt. the order was given to run in and secure. and we stood away to the southward with a light breeze and smooth sea.

Fri 7th, Pisco. We arrived here about 3 o'clock via the Chinchas. and anchored a mile from the end of the pier. in 20 feet of water. There is only one small coasting craft here. the ships all laying over to the islands. We stopped a few minutes at the islands. and the first Luff went aboard of one or two American ships. and a boat from the guard ship came alongside with some officer to pay his respects to the Capt. One ship was very fancifully dressed with flags. and

Pisco.

Dec. large party of ladies and gentlemen were aboard. We were informed that there had been a regatta in the forenoon and there was a hop in honor of the occasion. A great number of ships are laying here waiting for their cargoes. between the North and Middle islands there is a complete forest of spars. resembling the harbour of a large city. The guano has been much reduced since I was here ten years since. and many facilities added for taking it away; a track being laid about the island and a number of dump cars used for transporting it. to the shutes where it is taken by the launches and carried on board the ships There is also a high pier of trestle work built out some distance for the accomodation of the cars. I was informed that the guano has all been taken off of the middle island. and they are working only the north island. the south remaining undisturbed. This business has been a source of immense revenue to the Peruvian government. and when the supply fails. it will exercise the abilities of their rulers to procure the dimes for the national expenditures. From present appearances however. the present generation have no cause for alarm as there is an immense amount remaining yet. The run to Pisco occupied upwards of one hour. steaming strongly the whole way. A splendid iron pier has been erected extending beyond the surf admiting a landing any time. and also conveniences for unloading lighters. Theres is a great deal of travel here. and were it not for this fine pier passengers would find a great deal of trouble and delay in landing in the surf on the beach. I remember many a fine time I had when I was here before landing on the beach in our whale boat gig. and the frequent duckings as we pulled off again. This is an age of progress. and I am glad to see the spirit infused into this country.

[127]

Callao.

Dec. Sat 8th, I went ashore with Beuchler this forenoon to see what kind of a place it is, and a two hours inspection completely satisfied me. and I never wish to come here again. The city is about a mile from the beach. and is like all other inferior Spanish towns, narrow dusty streets, adobe houses, a cathedral. in the Grand Plaza which is the market place of the poorer classes. We were betrayed into one or two places that had signs of hotel. and Fonda. in the fond expectation of finding something to eat or drink, but we were grossly deceived. for the names were a caricature on the profession. In one a quartette of hombres were talking very earnestly about money matters. but it was entirely dry. In the Fonda an old crosseyed woman appeared to be the mayor domo. and took two smells of some beautiful odor and left instanter. We drank a bottle of ale at a store kept by an old gentleman who treated us very politely, and then we footed for the water again. bought a few oranges to pass away the time. paced the pier to find the length. and arrived on board the ship safely after a short delay waiting for the boat. This after-noon beat to general quarters. and fired at a target with shot and shell. Some very good shots were made but none hit the mark.

Sund 9. We left for Callao this afternoon, stopping a few minutes at the Chinchas. After leaving the islands. we banked the fires and made sail as the wind was fresh and fair,

Mond 10th, Callao. Back again in our old berth after two attempts at anchoring. We shall probably have a long resting spell now unless the Commodore sends us away again.

Tues 11th, Nothing to write about. but the usual routine of duty.

Callao.

Dec, Wednes. 12th, The mail steamer came ~~in from~~ in from Valparaiso, last night, on her return trip to Panama. A very fine day, and a cool breeze.

Mond 17th. Nothing but the dull monotony and routine on board for the past few days, and nothing of any interest ashore. We have had very pleasant weather, and take as much comfort as possible under the circumstances. Tomorrow the mail arrives, and we shall have more news from the States, which will be very acceptable.

Sund 23d, Since I made my last entry, we have had a mail from the states, but I got but one letter. The papers are full of disunion and secession, about the republican President-elect, but it is all gas and froth, and after a few months will subside, and everything will go on as usual,

The Arizonia frigate came over from Lorenzo, and has anchored just inside of us. The Calypso (English) has gone to the Chinchas for a short time. The Thisbee sloop of war (French) got under weigh and stood out to sea this afternoon, destination unknown.

Yesterday three officers went ashore in the dingy on a shooting expedition, and were obliged to stop out of the ship all night, to the great alarm of Miſs Nancy, who contrived to get in a terrible state of mind. This morning a boat was sent in search of them, and two officers who went to Lima were instructed to report them missing. The wanderers returned by the one o'clock boat looking rather seedy and dusty, after their tramp. The river increased so much in the afternoon that they were unable to ford it; and they had to sleep in the woods. This morning, they obtained some horses and rode down to Callao, a few birds being the extent of their game.

Callao.

Christmas Tues Dec 25th.

What pleasant family greetings and reunions they are having at home now. and how the little ones are rejoicing over the annual visit of Old Santa Claus. who fills their stockings with countless articles of real and imaginary value, tokens of affection and love from parents brothers and sisters. and kind friends. who welcome this time honored holiday as an occasion of pleasure and happiness, not only to themselves. but to the little folk, who appear to be the chief objects of interest the present day, excepting the sacred and holy associations which will ever make it a day of veneration to the Christians of all nations. I got away from the ship yesterday afternoon to go to Lima. and see how these gay people celebrate Christmas. I took a room at the Balle de Oro. Hotel, and after a light tea I strolled out to see the festivities in the Grand Plaza which was the principal scene of the celebration. An immense number of booths with toys and fancy articles were offered for sale. were temporarily put up for this special occasion. A number of tables were also put up to supply ~~cream~~ ice cream and other refreshments. The negroes and natives had their cooking utensils in full array. and all kinds of "chow chow. was furnished at short notice. including some genuine Yankee doughnuts. They appeared very happy in their humble way enjoying Christmas. and kept up the festivities untill daybreak. I visited a number of the churches. where they were performing high mass. but I soon became disgusted with the long drawn nasal chanting of the priests. and finished my evening's ramble in the Plaza where the greater part of the people remained untill a late hour.

Jan 4th 1861. —
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Mond 7th. The usual monotony of ship routine. The weather is very fine and warm. All the Engineers studying for the expected examination.

Wednes 9th, A very pleasant day, several vessels came in to day, and two or three sailed. The Bachanta steam frigate of 50 guns arrived this afternoon, with Rear Admiral of the r.n.b who is the flag officer of the this station. She is a fine ship of the Minnesota class, but not so large. She anchored a short distance astern of our ship.

Thurs 10th, The Bachanta saluted the port this morning with 21 guns which was promptly returned by the castle. A large number of soldiers were down on the point this morning early, drilling and going through a sham fight, probably with a real one in view with the Bolivians at some future time. as they are on bad terms with each other at the present time. Last night Mr Badlam called on the valiant Capitan to inquire the reason why our light was ceased, and met with a most crusty reception, from the old veteran, and the request for a light refused point-blank with some very pointed suggestions about the general department of the Engineers, which afforded a vast deal of amusement to the mess when they learned the result of the interview. A barrel of whiskey that came aboard a few days since for one or two of the mess, excited his ire, and he wanted some opportunity to show his spite and this little affair occurred just in time. However it will blow over in a short time, and the old fellow will recover his good humor again.

Callao.

Jan
Fri 11th. The 2d cutter went over to Lorenzo with the seine to try their luck this morning and returned about 9 o'clock with a large number of the finny tribe, which were divided among the messes of the ship, and some were sent over to the Calypso. The English Admiral and Captain visited our ship this forenoon, and the valiant commander showed them around the ship. They were both old veterans and time had frosted their heads with his indelible mark.

Sat 12th. All hands have had a holiday and mend and make clothes or do nothing as suits their fancy. The Bachanta has been blazing away a number of times saluting the various officials who have been aboard. The steamer from Valparaiso came in this morning and will leave here on the 14th for Panama.

Sund 13th. Mr Pearson and a friend of his dined with us to day, and afterwards went on board the Bachanta to see the machinery of that ship. She is very plainly and roughly finished inside but everything is strong and substantial and made for service. Her battery is very heavy and well mounted and the enemy would not forget it in a hurry. The engines are very massive and well finished and are from the celebrated firm of Maudsley Sons & Field. London The Asst Engrs were very attentive and polite to us, showed us around the engine room and boilers, and other parts of the ship. Her cylinders are 78" dia and she burns 70 tons of coal per day when steaming. She makes from 8 to 11 knots so the English men say, but it is rather doubtful especially the last figure. Our time was rather limited and we did not have an opportunity to see all we wished.

Jan — but we enjoyed the time we stayed there very well.

Tues 15th. Everything quiet to-day. Castilla went over to Lorentzo to witness the operation of raising the Callao frigate and returned again this evening. I did not learn the success of the attempt. Some of the officers of the Bachante visited our ship today and remained a few minutes.

Yesterday some Spanish ladies visited the ship and appeared very much pleased with the attentions shown them. We are having a very quiet time here and not the first thing to do.

Wednes 16th. Our valiant commander dined with the English Admiral this evening and remained untill a late hour. Everything is quiet as a Puritan Sunday.

Thurs 17th. The Ward Room had the honor of a lady dining with them and her husband also. The gentleman does not sustain a very enviable character ashore, and it is well known aboard of the ship, but there are some ladies connected with the parties which accounts for the attentions.

Sund, 20th. News from home again yesterday with dates to Jan 1st, and very exciting news it is, secession and disunion being the principal items. South Carolina has voted herself out of the Union, but have concluded to let the federal laws continue a short time longer in force untill they can find some proper substitute for them. They are out of the Union in on sense, and not out in another. Poor deluded devils, if they should be allowed to go out by the general government, they would not earn their bread, much more rear a wealthy nation as they now imagine. I hope far — they will settle the differences peaceably and allow the affairs of the nation to go on in their usual manner. I had two letters from home with good news and all well.

Some of the Asst Engineers of the Bachante made us a short call this afternoon and were much pleased with their reception.

The weather has been very fine and everything is quiet.

Wednes 23d. The Admiral inspected the Colypso to day and put them through a genuine course of sprouts as the expression goes, and he did not hesitate to give the orders himself and in a way that expressed his will. Several American ships came in this morning, and the harbour begins to look lively again. I went ashore this forenoon and indulged in a bath on the beach near the ice house. and it is the first time I have been in the salt water for years. The water was very cold and I made my exit in a few minutes after I went in. A little practice will soon accustom me to it; and it will be a very refreshing recreation while we remain here.

Fri 25th. The Saranac arrived this morning from a cruise to look for the Levant but she heard no tidings of her. She looks rather rusty now, but a few weeks in port will change her appearance. She is to remain here two weeks, and then to proceed to Valparaiso. We are to remain here two months longer playing guard boat for Callao and doing nothing at all; a most indolent life. One of her officers (the Purser) got most gloriously tight on board of our ship this evening, and went away in high dudgeon at some fancied affront to his dignity. Naval officers have a peculiar weakness for

Jan— whiskey and all opportunities for imbibing it are promptly improved. An Asst Engineer who is called Sloffendiser by some of his acquaintances came on board, and dined and afterwards went ashore.

Three of our mess made a visit to the Bachante this afternoon and had a very agreeable time with the Engineers Mess. They have six Asst Engineers and two supernumaries, and a jolly fine mess they are. One or two are Scotchmen. the rest being genuine English men in every sense of the word. Their duties are not very severe as they have steamed only eleven days since leaving England and the remainder of the time is their own to use as they like. The engines give them no trouble ~~with the machinery~~ and the only labor is to keep them clean. They do not keep so high a polish as the Yankees. but the work has a neat solid serviceable appearance that the Americans would do well to imitate. The boilers prime very much on account of taking the steam so low. but a trifling alteration would remedy the evil. The consumption of coal is enormous compared with our own vessels. seventy tons per day is the average expenditure, and that engines making only 40 to 45 turns. Her screw is about 20 feet diameter, 28 feet pitch and can be increased to 30 feet. The regulations in the Royal Navy are more stringent in regard to steamers, than our own. Whenever the engines are used the commanding officer has to write all the circumstances of the case, and it is put into the log and forwarded to the Admiralty. While in our own vessels the captain uses his own discretion about steaming. The English have upwards of of 400 steamers, while we have less than 40.

The Bachante has a great many officers, and

Tar — they are mostly young men. The midshipmen Cadets, mates and masters, form a large portion and give a very lively appearance to the ship. Among them are sons of the nobility, who have to learn their profession like the plebian, and no partiality is shown to the greatest honorable. A youthful Charlie Napier a descendant of the old hero is among them and is fitting himself for the same profession his great namesake followed.

Her battery is mostly thirty-two pounders, of old patterns, but it is very effective. Compared with our frigates she is much inferior in her arrangements, and power of her battery, and I have the weakness to think that one of our frigates would be victorious in an engagement with one of this class. She is full of live stock and fowls (another English custom,) which gives her a very disagreeable smell, between the decks. However there will be a general delivery when then they arrive at Vancouver's Island. One of the renowned Armstrong guns was aboard, a most beautiful piece of workmanship. It could be easily used in the field, as it is not very heavy. I think the Yankees could make them quite as well as John Bull, if they tried their hand with them. Our Dahlgren guns are far superior in efficiency ~~&c~~ and design, to the common broadside guns of Johns. but the Armstrongs are a little ahead of ours. We stopped to tea with them, and left at sunset highly pleased with our visit and leaving many regrets behind. Tomorrow morning she leaves for Panama, and Oregon, and may health and prosperity follow her during her long cruise, and a safe return to Old Albion's shores.

Callao

Jan — Sund, 27, Three of our mess were ashore to-day, and we had a very quiet time. The Calypso sailed this forenoon, and stood away for the Northward. The Inca arrived with another consignment of hogs from Guayaquil, which highly scented the air as she passed by. Several merchant ships also arrived, as there was a fine breeze all day.

Thurs 28, A very beautiful day. Several vessels arrived, and sailed. Among the latter was the Thisbee, which sailed for home, after a cruise of three years and a half. She had a fine breeze to carry her out, and there are many ~~[illegible]~~ happy hearts on board to night, no doubt. Two of the Engineers of the Saranac were on board this afternoon, and dined with us, and returned to their ship in the dingy at sunset. A large party of ladies were aboard yesterday to inspect the ship and see the officers. The greater part of them were Peruvians, and could not speak a word of English, and our officers had to make them understand by signs. They afterwards went on board of the Saranac and had a little hop on the quarter deck. Everything is very quiet ashore. American gold is worth 28 per cent now, which is quite an item in purchasing articles here

Sund Feb 3d, A very quiet still day, and only two Engineers onboard this evening, and it is very still here in our mess room. Some of the officers of the Saranac visited our ship to day and one of them dined with our mess.

Yesterday the mail steamer arrived from Panama with several days later news from the states which was very acceptable to our ship's company, but there were many disappointed faces both among the officers and men, for there were but few letters, and very

Callao.

Feb. — few papers. It appears the rebels at home are not prospering so well in their plots and acts as they wish, for several cabinet officers have resigned. and the President is taking a firm ground in maintaining the integrity of the Union. Affairs in South Carolina are in a very deplorable condition. and acts of aggression on the Stars and Stripes have been made. Coll Anderson is in Fort Sumpter and is quietly fortifying himself. A telegraphic report had been recieved just before the steamer sailed to the effect that Anderson had recieved a reinforcement of 250 men with an ample supply of provisions for a siege. The steam sloop Brooklyn has also been ordered to the seen of the disturbance. and the mob will soon have a taste of practical war if they persist in their mad career much longer. I hope the excitement will be allayed without bloodshed. but it looks very improbable now. I had two letters full of news. and very interesting indeed.

Yesterday Castilla went over to Lorenzo to see the operations on the Callao frigate. She has been righted on an even keel. and if she can be closed all around. it will not be a very difficult job to raise her. A few days since several guns were fired from the castle and from the island on the occasion.

Sat 9th. A very dull week with us here on ship board. nothing to do but go to quarters in the morning, and lay around all day. The Saranac sailed for Valparaiso yesterday. Her manner of leaving port was the most lubberly affair of the kind I ever saw. and was a subject of remark by every one on board of our ship. There are more old Bettys in the service than one. so

Feb Tim can take courage. I was on board twice, and dined one day with the Engineers' mess. They have a singular combination of disposition in the mess, and they do not harmonize very well. I do not like her as well as the other ships I have met on the station, nor the Engineers like them as a class, although some of them are very fine fellows. The Forward Officers are the hardest set I have ever seen, and they patronize old John Barleycorn very freely, to judge by their looks. The ship will be absent about a month and stop here on her return to Panama.

Quite an excitement was created last night by some sailor runners attempting to board a merchant ship a short distance from our vess. The mate fired twice at them, when they shoved off. It appears they have a grudge against him for wounding one of their number when the ship was here some time ago, and they took this occasion to board the ship, when the captain and crew were ashore, but they met with a very warm reception, and did not accomplish their purpose. A boat came to our ship to ask for protection, and a guard of marines with the seargent were sent aboard to keep a lookout for the villians. Hanging is the best remedy for this great nuisance, and a few examples ought to be made of the devils

Sund 17th. We have had a very gay week celebrating the "Carnival, which lasted three days, and absorbed the attention of the population to the entire exclusion of everything else.

The festivities commenced Monday and terminated Thurs night by what is termed burying the

Callao.

Feb. Carnival. During the first three days, riot runs loose, and the sexes are on the qui vive to throw water on any unfortunate person who gets in the way. The women take their positions in the balconies and verandahs, armed with cups, pails and tubs of water, and some of the most vindictive have large syringes with which they douse any genus homo who passes within range of their artillery. The male population are entirely at a disadvantage in this contest, for the first day, as they have to stand on the ground and return the fire with eggshells filled with water, and large squirt guns, but the second and third days, they have the privilege of storming the enemy's position, and turning their weapons against them, and fine sport it is too. Great caution is required to effect a passage through the streets without getting a damp suit, and in some streets it is wholly impossible. The projecting balconies however afford some protection to the pedestrian, and by keeping a vigilant lookout, one can sometimes accomplish a good distance in safety. If the pavement is wet in any place, then lookout for a shot. The consumption of eggshells is enormous, for every one feels in duty bound to throw a few, and some expend large sums on them. They are saved up the entire year for this occasion, and are filled with water, and sealed with sealing wax. They are ure a very harmless missile, unless thrown with great force, when the glass has to suffer. Another more elegant missle is the wax eggs, filled with cologne and perfumed water, and made in various shapes, colored and ornamented as the fancy may dictate. These are rather too costly to be thrown, but are intended to be crushed on any particular friend or acquaintance as a token of esteem

Callao.

Feb. — and friendship, and is a very delicate way of expressing ones regard when modesty prevents a more open declaration. " "

As for the feminine gender they have to keep in doors with all the avenues locked and barred for self protection. Let one appear in the street and she is lucky if she escapes with her clothes whole. The crowd surround her, pelt her with eggs, pour water upon her, and if they are in the vicinity of a fountain she is generally treated to a genuine bath all under. and then permitted to depart, to ponder on the useful and wise institution of Carnival. and its benefits on the human race. Some ill starred girls passing near the pier were taken up bodily and thrown into the dock. but the boatmen took care that no injury was done more than a good ducking. The real fun is during the second and third days, when parties of men go around with scaling ladders. and take the balconies by storm, and drench every woman they can find, with the water they have obtained to souse the passers by, This is fine fun. and as no one gets angry, it is kept up with great spirit on both sides. In Lima the women entirely stopped the passing in some of the streets. and exacted a fee of the passenger under a penalty of a drenching. The third day the enthusiasm begins to flag and it begins to be a bore. but the lower classes keep it up with unabated ardor. During the evenings and nights masquerades are given both public and private. and large sums of money are expended by the masqueraders in preparing their costumes, and fancy dresses. Every class and color can conceal themselves under a mask, and the occasion is given to sensuality and dissipation.

The fourth day the. the people go down on the long point by the castle, and end the festivities by a

Callao

Feb - grand blow-out, eating fish, drinking Chiche and Pisco, and dancy the Zama Quake; I went down a short time, and a few minutes satisfied and disgusted me withe this part of the Carnival. A few respectable people graced the occasion with their presence, but they associated altogether by themselves. The negroes and Cholos erected some rude booths and tents, and dispensed liquors of all kinds, huge dishes of fried onions and suspicious compounds of other food, that would safely bear analysis before digestion, and in the larger tents, kept up an infernal chanting and shouting accompanying the din by clapping their hands, striking two stones together, pounding an old box, and thrumming a villanous guitar, a man and woman, commenced a walking and hopping around, and then began a series of the most obscene motions and gestures which were executed untill the actors were exhausted, when the orchestra, terminated the „music;" with a violent effort from each performer, giving the spectators a faint idea of Satan's domicil. Good nature seemed to pervade all parts of the ground, and the greasy blacks abandoned themselves to the pleasures of the hour, with all the earnestness and abandon that characterises the race. A strong police was on the ground to suppress any disturbance that might occur.

After Carnival comes Lent, and the people have to fast and do pennance for forty day as an atonement for their misdeeds.

The Calathe French corvette arrived Thurs eve 15 days from Valparaiso, and recently from home. She is to relieve one of their vessels that has been on the station three years or more. She anchored near us and saluted the Peruvian flag the next morning.

Some excitement has been created ashore by the report of a duel between an Americn and Peruvian officer, in

Feb – which the former was killed. The Ward Room Mess published a written denial of the affair so far as this ship is concerned, but the Peruvians now say it was an officer of the Saranac. She will probably be back in a fortnight and put the lie to the report.

Tues 19th. Another mail yesterday with letters and papers from home. From what I can glean from the papers. the secession excitement is subsiding in some degree, but there is still grave cause for alarm, as the fireaters have taken posession of the forts and arsenals in some of the states, and are trying to provoke a collision with the U S forces and open civil war. The goverment has taken a firmer stand which disconcerts the traitors and disunionists, and it may have the effect of checking their mad schemes. I hope a few week will settle the controversy, a give peace and quiet to the country. I received two letters with good news from my own family. but very indifferent in regard to the financial affairs of the town. The R Road has played the deuce with the monied interests of F H. and it will be long before they recover from its effects.

Wednes 20th, I had the good fortune to meet a townsman yesterday Eben Grinnell 2d Officer of the barque Clara Belle of N B. now laying off and on the port for recruits. It was a very pleasant meeting for both of us and we talked over town affairs for a long time together. As it is doubtful about her anchoring. I shall not have the pleasure of going on board of her where there are two more of the F Haveners He made me a present of some whales teeth which are quite a curiosity for our ship. I hope they will have a prosperous voyage and a safe return to their homes

Callao.

Fri 22d, Washington's Birthday, but no salute from our ship, although the only American man of war in port. An officer called on our commander yesterday to ascertain if we should salute, but our one horse Betty informed him that he should not, which must have sounded very strange on the Frenchman's ears. To day as I was ashore almost everyone expressed surprise, that no demonstration was made by our ship, on this national holiday, but I could only refer them to the captain who is the little monarch of this shallop. All the men of war and many of the merchantmen displayed their entire bunting on the occasion and the flagstaffs on shore were well filled, especially the store of Crosby and Co which made a very fine display with various flags.

I went on board of the Clara Belle this afternoon, and stopped a few minutes to see two of my acquaintances who were on board. She has been standing off and on ever since Sunday, and will go to sea this evening. She is a very snug little barque, and they get along very pleasantly together. My stay was very brief, as the 2d Officer had to leave the ship again on duty.

Sund 24th A very fine day, and very quiet too. A Peruvian gunboat arrived this afternoon from the southward. She is an English model and is probably just out from England. Our old neighbor the Calypso returned yesterday and took her old berth near us. I learn she has six or eight months longer to remain on this station before her cruise is ended. A long time for one cruise, as she has been out upwards of three years and a half. There is nothing transpiring worthy of note, and not any thing worth of record.

Callao.

March - Sund 3rd, There has been nothing of any importance occurring this week. We have had fine weather the whole week, and very little to do, The bilge piping drags its slow length along, the hombre who is doing it, taking his own time working only 7 hours a day; wages $5,00, This job will reflect very little credit on the Engineers of the ship, for it might easily have been done on board with the firemen, without employing assistance from the shore. Some ladies and gentlemen visited the ship to-day and examined the different parts of the vessel with much interest.

Sund 10th, The mail arrived yesterday having been delayed a number of days by the steamer running ashore in Guayaquil river. One of the intermediate steamers brought the mails and passengers to this port. The dates are twenty days later, and the news is rather more encouraging in my opinion than the last steamer. The fireaters have not yet attacked the Fort Sumpter yet, and it is hoped they will not, but they will take it at a fearful price if they attempt it. The northern sections of the country are in a prosperous condition, and the disunion schemes at the south react on their own heads, and the distress and wretchedness in some of the states is painful to read. Poor deluded devils, they will awake to their position when it is too late to retreat.

I did not receive a thing, my papers having gone to some unknown region, However I have had access to a number of others, and read all the news,

The Calypso sailed this week for Guayaquil. The Carl Calanthe has been over to Lorenzo exercising her battery, and has returned again, A very amusing episode

Callao.

March — occurred this week, on our ship. A party of officers went ashore to a masquerading party, and one of them the Capts clerk, who goes by the name of vaccuum, imbibed very freely of spirits, and committed some indiscretions under its influence. The next day some of the officers rallied him on the matter, whereupon he manifested great alarm, and was willing to make every apology rather than fight. His fears became so much exited, that he shaved off his whiskers to avoid recognition, and has quarintined himself. A more egregious ass never lived, and his conduct has excessively amused the ships company.

The percentage on American gold has fell to 20 per cent for some reason, this week, but it will probably go up again soon

Sund 17th, The past week has been a very quiet one, and nothing has occurred to exite the attention of mankind in this part of the world.

The Saranac arrived from Valparaiso Fri evening and took a berth near our ship. She touched in a number of ports on the run up, and will also touch in some of the ports on her way to Panama.

I made a visit to Lima last evening, and remained untill this morning. There was not much change in the place, and the street scenes were the same as usual. I visited some cosmoramas of various views in Europe and other places, and was very much pleased with the exibition. The regimental bands were out during the evening and favored the crowd with some very fine music, for an hour or more.

Callao.

March — Sund 24th. The Saranac sailed for Panama via Guayaquil this morning all well. Her officers report that the Lancaster is coming down here to recruit the men and health of the ship generally, but it requires confirmation.

One of the mail steamers arrived the other evening from Valparaiso with expresident Echanique concealed on board. Report says that he gave the steward of the steamer a large sum to stow him away, and after the arrival of the steamer, His Excellency's servant informed the authorities of his masters presence, when a guard was immediately put on board guardboats stationed around the ship, and a vigorous search commenced on board the steamer. He was found after a while, concealed under a pile of mattrasses and removed to a Peruvian steamer which has since gone over to Lorenzo to ensure the security of the prisoner. Echanique has many friends here, and if he had once got ashore there would have been fun in a week, as Castilla would make a determined resistance before yielding. He has the army and the castle which are two very unpleasant facts for the revolutionary party, and they will have to use gold as well lead to overcome the army.

I went up to Lima to see the representation of Christs entry into Jerusalem, but the procession did not move untill near dark and I did not wish to remain all night so I missed it. I met the Chief at the station going up, when I left so I presume he saw the procession. A great many people had long palm leaves, which were intended to be strewn in the street as the procession moved along. I visited some of the churches where there was any service, and found them the coolest places in the city.

There has been a number of processions in Callao and Bella Vista the past week, but saw only one which is a type of them all. They are generally in honor of some saint

March - and a figure representing the deity is always carried around during the feast days. At the head of the procession were a number of young men dressed in white robes, with a larle lantern surmounted with a cross in one hand: then a party of persons who might be invited guests in our country, with some priests, one of whom kept up an infernal chanting, next a long file of people on each side of the street (males one side, and the females on the other, with a lighted taper in one hand, then the figure of the saint on a rich shrine, borne on the shoulders of a number of men, preceded by a company of virgins burning incense in silver vessels. The virgins were of every shade from white to ebony, and an evil spirit suggested to me that ~~they~~ the different shades might possibly represent the different degrees of virginity in the party. The usual military guard with a band closed the rear. The scene was very impressive and striking as the procession wound slowly through the streets, the band playing a solemn piece of music.

The mail arrived the past week, but it bought me nothing. I presume, it will do better next time.

Our troubles are in a fair way of adjustment at home and I hope the country will soon be quiet once more.

Sund 31st, The past week is Holy Week in the Catholic Calender, and it has been a continual holiday ashore among the church people. I went up to Lima on Thurs. and remained one night, to see the ceremonies of Holy Week, as it was observed in the churches. The interest manifested by the people, was far greater than on any other occasion which I have ever seen. The streets and churches were crowded with people dressed in their richest attire, and presenting a most beautiful scene, as they passed through the different churches, which were magnificently illuminated and dressed with flowers in honor of the occasion. Every body was out, old and young, March-April, male and female, soldier and civillian, with their best clothes and best looks to grace the scene. Various incidents in the life and death of our Savior were represented with much effect and taste and the people appeared to appreciate the solemn character of the scene, and conducted themselves with perfect order, decorum and reverence. A vast number of candles were used on the occasion, and much skill and taste evinced in arranging them for good effect. In the Cathedral one of the holy fathers was delivering a discourse, but I did not understand Spanish and it was lost to me. His hearers seemed very much interested in his remarks, and gave him their undivided attention.

St Mercedes was not open, on account of some difficulty that occurred a week previous, as they were performing mass. A young man attempted the life of a priest during the service, and inflicted a blow upon his arm; before he could repeat the blow, he was secured.

I heard some very fine music near the bridge, but it did not last as long as usual. The crowd began to leave about nine o'clock, and by ten there were comparitively few people in the streets, and I went to my hotel and retired.

During Thurs and Fri many of the ships in the harbour had their yards cockbilled, gaffs dropped, colors half mast. At nine o'clock Fri morn. the castle fired a salute of fifteen guns, and all the flags mast-headed once more. I saw no signs of hanging Judas, which is generally done in these countries. Everything appears quiet ashore. Castilla went over to the island in the Tombez last eve. and returned this morning. It is reported that we go the Chinchas on Tues to try the new brasses, but it is not decided yet.

April Sund 7th, Another dull tiresome week has just passed, and no prospect of our getting away from here for some time. We received a mail

Callao

April, — from Panama on Tues morning which changed the monotony of our life somewhat. I got no letters however but some papers came to hand that I should have received in Jan. There is some mismanagement in the P O department, or my correspondents are very tardy in acknowledging my letters for I have received no letter for the last three mails.

The advices by the last steamer were rather indifinite and somewhat exciting. Mr Lincoln had taken his seat and organised his Cabinet without any opposition. His address was very unsatisfactory to the southerners, but all Union and patriotic men endorse it and the position taken by the President in relation to the southern forts and collecting the revenue in the gulph states. A report came out in the last papers that the Pacific and Mediterranean squadrons would be ordered home to sustain goverment in enforcing the laws. but it is doubtless a canard of the first water.

Everything is quiet ashore, but the wiseacres foretell a storm before long. The weather is growing cool again, old Sol having crossed the line on his journey north. A number of the ships company have been afflicted with severe colds lately on account of some peculiarity in the air. I have a slight cold myself. but I have no idea how I contracted it.

Very few ships arrive and sail now. There is one whaler here from N B. but I know no one on board of her. An American circus arrived here this week and give their first entertainment this evening. They have chartered a vessel for their own especial convenience and travel around the world with all their baggage and attachments

Callao.

April. Mond 8th.

Quite a sensation occurred this morning at quarters, on account of the absence of Master's mate Boardman who was not to be found in any part of the ship. It soon leaked out that he had gone ashore in the market boat early in the morning bag and baggage, taking French leave of the Narragansett. He has been very much dissatisfied for some time past, and in truth he had good reason to be, for the Captain has treated him very roughly, and much beneath the dignity of a commander of a vessel. No efforts will be made to retake him and he will leave for home in some ship as soon as he can secure a berth.

The circus was crowded last eve. the nature of such exibitions coinciding with the feelings of the people in this country. They will make a profitable season here without any doubt.

Sund 14th. The mail steamer sailed this evening for Panama, with our letter bag and the mails for Europe. Next Thurs we receive another mail from the states, with further advices of the secession movement there. The circus performed to day in the Plaza de Acho and attracted an immense crowd, estimated from 10.000 to 15.000. Over $7000, were taken before the entertainment commenced. The company will doubtless make a good speculation in coming here, but it will go as easy as it come, for this class of people are not proverbial for amassing wealth.

It has been very quite here this week, very little business being transacted. I hope the mail will bring us orders to move, for we have been here quite long enough at one time.

Callao.

April — Sund 21st,

A very quiet day on board ship. I have occupied my time in reading papers and the news from home. The mail arrived yesterday two days later than her time and she brought only one mail from the states the next mail not having arrived when she left Panama. The general news was very unsatisfactory in its nature, and the political troubles are not yet settled. No blood has been shed which is a great source of satisfaction to all Americans. and from present appearances there will be no collision, unless the seceders attack the goverment forces. Lincoln's policy seems to confound the traitors. and strong hopes are entertained of a reaction of feeling among the revolted states. I recieved a letter from home with very gratifying news, from my brother who is attending school with the intention of going to college. I hope he will have success in his efforts, and ~~success~~ good health to carry them out. I am very much pleased that the money I remitted home for his disposal was of service to him. and I will add more if it is required. A note from sister Lizzie was enclosed in the letter with a description of her visit down East. All the folks are in good health which is a great blessing. The business affairs of the town are in a very discouraging condition. two or three failures having occurred and one prominent business is going to close up his affairs and leave the place. Economy is the order of the day. and the burghomasters will have to sail by the wind, for some time to come.

Every thing is quite here in Callao, and nothing has occurred to call for the active interference of our commander ashore. I learn we have orders not to leave the port longer than 24 hours, with a good prospect of remaining here another three months before being relieved.

Callao

April. The Wyoming has arrived at San Francisco but her boilers are in a most miserable condition. and her officers are in no great hurry to leave that port if there is any plausable reason for them to stay there.

Last evening a marine guard was sent on board of an American ship to quiet a row caused by an excess of spirits by all hands. The captain and mate have both got their wives with them. and the best of feeling does not prevail among the after guard. Last night the mates lady got slightly erratic. and smote the Captains lady with an Iron belaying pin. both of the male bipeds rushed to the rescue of their spouses. and a very interesting scene occurred. The sargeant reported everything quiet in Warsaw this morning when he left.

Sund 28th. The Duhay-Trouin 90 gun ship flag ship of the French Admiral arrived this afternoon. and anchored about a mile from our ship. but she did not remain but a short time. and steamed over to Lorenzo. She ~~was~~ is a very large ship. but most lubberly rigged. the yards of the fore and aft sails were almost upright. and looked anything but seamen like. Probably she has gone over to the island to exercise her battery and refit ship after her passage out from France.

The men have had general liberty this week with 10.00 each to have a spree with. The weather is somewhat cooler than usual with heavy fogs in the morning. I hope we will have a cruise soon for it is very dull here doing nothing. and the mess all finding fault.

May Sund 5th. A large party of Peruvian ladies and gentlemen visited the ship this afternoon and partook of the hospitalities of the ward room mess. The numerous popping of champagne corks must have ay — harrowed the sensitive nerves of the Purser who will never give very munificiently for charitable objects unless there is some selfish policy at the bottom of it.

The party enjoyed their visit highly and left the ship in the sundown boat.

The Dupay-Trouin returned from Lorenzo three days ago where she had been practicing her battery, and anchored a short distance from our vessel, making a very imposing addition to the shipping in the harbour. The Calypso saluted her, and she exchanged salutes with the castle. We recieved an addition to our ship's company this week in the shape of a medium sized terrapin from a merchant ship in the harbour. He has been fasting for six months previous to joining our vessel, but he looks hale and hearty as can be.

We recieved a mail from the states on Friday full of warlike items and secession movements. The goverment is taking a firm stand in the matter, and the results are looked for with much impatiense. A few fathoms of hemp would correct the absurd ideas that are in vogue in some of the southern states.

The Carpenter went over to Lorenzo yesterday with the 1st cutter to assist in raising the sunken frigate. Nothing was accomplished however, on account of the inefficiency of the pumping apparatus. Try once more olive skins. and perhaps you may effect something.

We are off tomorrow for Pisco for a short run and target practice.

Monday 6th, Weighed anchor this afternoon at 1 P.M. and sailed for the Chinchas and Pisco, with the American Consul as passenger. The engines have worked very well since starting and give no indications of heating yet. It seems like old times to get out upon the ocean once more, and everyone seems

May – continued by the change. We are making 6 knots with 50 turns of the screw fresh breeze ahead.

Tues 7th. Pisco. Anchored this morning about 9 o'clock, banked fires in one boiler and hauled them in the other. I learn that we return to the Chinchas to morrow and shall remain there a number of days. There are but few vessels at the islands now, the goverment having reduced the shipments in a great measure. A number of the officers improved the occasion to visit Pisco, a two hour's inspection having satisfied the most of them.

The master-at-arms, had some difficulty with one of the petty officers, and attempted to chastise that worthy while at the mast, for which he was put in the cells in irons to reflect on the ups and downs that befall the human race. A court martial is hinted by some of the officials

Sat 11th, Island San Lorenzo.

We anchored here this afternoon after a pleasant run from the Chinchas which place we left yesterday at 3 P.M. We steamed the whole distance as there was but very little wind. The captain imagined that we should get ashore if we run fast, and passed an order to run very slow during the night, so the engines were just kept moving, notwithstanding we had plenty of steam and good fires enough to drive her 7 knots. As a consequence Lorenzo was not in sight this morning at daylight, and we did not reach the anchorage untill late this afternoon. Such weakness and want of calculation on the part of a commander in the navy is truly pitable, and he should be kept at home to superintend some hospital garden where his old maidish whims would have free scope

Callao.

May. – and would trouble no one but himself.

I enjoyed the trip very much both for the change in the dull monotony of our life here, and the opportunity of seeing the guano bank and life at the Chinchas.

The guano on North Island is greatly reduced since I was here twelve years ago, and a few more years will break the bank. The supply on Middle Island is exhausted but the South Island has not begun touched yet; The government has curtailed the shipment very much owing to the large stock in the market and its reduction in price. Very few vessels are there at the islands at present; being a equal number nearly of all nations. A very considerable village has been built on North Island to accommodate the great number of workmen, and also furnish a resort for the officers and crews of the numerous ships that formerly frequented the place. They boast of a hotel, ten-pin alley, cock-pit and a whole street of rum shops. A fine large pier has also been built to facilitate landing, and removing the guano. A railway is laid on the top extending to the heap and a number of dumps are used for conveying it the lighters instead of the barrows and backing system of former years. Mules and jackasses furnish the motive power. The lighters haul up to the end of the pier, and are rapidly dispatched in their turn. One or two cafés of modest pretensions undertake to offer refreshments to those inclined: one has a billiard table, reading table, bar &c., making a very quiet place of resort to the many ship captains who are here.

The population is cosmopolitan in its character and would puzzle a learned savan to classify it. Every nation and race almost is represented making a most singular combination of human nature. The Chinaman

May - predominate in numbers, being the mining part of the community. Quite a number of negroes and Cholos work in the diggings also, but John is gradually monopolising this branch of the business, to the entire satisfaction of all other parties. I saw quite a number of females some of them looking like ladies. The China women were a novelty to me being the first I ever saw, One of them was very plump and fair in her appearance, much different than the impressions I had formed of their beauty, from descriptions I had previously heard.

Dogs, rats and cats furnish no inconsiderable part of the community, as the noises at midnight can testify. A regiment of soldiers are stationed there to preserve order, and cooperate with the two guard-ships anchored near the island. A sorry time they must have standing sentry over the guano heap, and idling away their time in the board barracks. I made a tour around the island and over the guano with Evans the Purser's Clerk, climbered over the cliffs, pelted the birds with fragments of rock, to their great disgust, ascended the highest part of the guano heap, made a mental estimate of the amount still remaining, with its value in dollars and cents, and decided nemi con that the Peruvian goverment could not do a more agreeable thing than present the stock to our humble selves for one year with all of its benefits. As the yearly receipts are now $10.000.000,00 it would make a very handsome sum for two yong men like ourselves. In our rambles we passed near a building called the hospital a caricature on the name where the sick were supposed to be treated. In front is a part of the burying ground, which has a peculiar signification in its neighborhood to the above institution. Numerous mounds indicate the last resting place of many a wanderer who has paid the debt of nature in this dreary place. Some have a cross to mark their desolate tomb others

Callao.

May.– have a board with a rude inscription by some of their shipmates to show their last act of respect to the deceased. The Chinaman covers their graves with small stones and lay a piece of paper on the mound. for what purpose I did not learn. It is a dreary place to leave a friend, but it matters not where we sleep nothing will disturb the quiet slumber of the departed.

We returned to the pier tired and thirsty and entirely satisfied with our tramp. Everything is redolent with guano and it is used for all purposes on the island. The railways are graded with the article, but it rapidly corrodes the rails; It is used for sidewalks and any purpose for which dirt is required, The coolies use picks to loosen it and it is then removed in barrows to the cars. They begin at the top and work downwards at an angle of 45° degrees or thereabouts. leaving a ridge on each side cut into steps for them to ascend again. The coolies wear nothing but a cloth about their loins, and keep up an incessant chattering during their working hours.

I derived much instruction and pleasure from my visit, and returned to the ship. with fully satisfied with my days adventures.

The Calypso came down while we were there and anchored near the guardship. A very exciting incident occurred just before we got under weigh which created much feeling on board of our ship. A man from the guard ship ~~swam~~ jumped overboard and swam to our vessel. and when pursued by the Peruvian boat. hallooed for protection most lustily. Fortunately the Spray was manned and was dispatched to his assistance. took him in and brought him aboard of the ship. He told a sad story of his confinement and sufferings in the Guard-ho. and requested to be taken away. The Captain and Consul went aboard to investigate the matter, and returned with very unwelcome tidings for the

May — poor fellow who was ordered into the boat and sent back, although he begged hard to remain, telling the Captain that he would be brutally flogged for his attempt to escape, but it was of no avail, go he must, to the great indignation of the men, who anthemised the Consul and Captain in no small degree, What a contrast to the Calypso; when she was down here last, sent a boat aboard and took out twelve Englishmen without as much as saying by your leave. Such examples are required to impress these people with some ideas of justice and right, and a proper respect to the citizens of other nations.

We left with a light breeze steaming easy and by sunset the islands were nearly out of sight.

This afternoon the divisions having been exercising at target practise, and some very good shots were made by the captains of the guns. The shot made the dirt fly where they struck the ground. The 11" inch shell were loaded with only powder enough to blow out the fuse when they can be picked up and used again.

Sund 12th, A very quiet day on board. We have engine room watches as the fires are banked.

El cannonier, was dispatched ashore with a party of men to search for the shot fired away yesterday, and returned with a general assortment of pills and the greater part of our own. There is a small burying place near the shore where the men of war bury their officers and men who decease in this place. The Carpenter has been making targets for the small arms to morrow, the different divisions being detailed for that exercise.

Mond 13th, All of the divisions were ashore this forenoon, drilling and firing with ball and blank cartridge. The marines target was riddled the most, but the other divisions could not give them the credit. A coal heaver made the best shot of the day, but it was

May.— a chance one, as he is not a crack shooter.

The men had a fine time running over the hills of sand skirmishing with blank cartridge, playing the Zouave drill, and a variety of other evolutions. The Sharpe's rifles had a precious tramp, but the excitement of firing made them indifferent to fatigue, while the novelty of the exercise was highly enjoyed by all of the men. They returned aboard about 1 PM with a fine relish for their dinner and well satisfied with the frolic. The gunner's mate looked as savage as a butcher's dog when the arms were returned to him, as he had the unenviable job of cleaning them inside and out.

At 3 PM we weighed anchor and steamed over to Callao taking a good berth inside of our old one, and near the old Maid. The Dugay-Trouin is still here, and the French sloop Corneille, the same vessel that we saw in Pisco. The Calanthee has gone on a cruise somwhere. Everything appears about the same as when we left, and there is every probability of our remaining here another long term.

Sund 19th, The most interesting event of the week, was the arrival of the mail on Fri eve, with further intelligence from home. War is the universal topic in the Northern States at the present time, and 20.000 troops are now in Washington and large numbers on the way. 75000 is the number required by the President, each state furnishing a proportionate quota. The Southern ports are to be put under blockade, all the vessels of the navy to be fitted away with all possible dispatch.

Fort Sumter has been bombarded and the interior burned by hot shot and shell from the various batteries of the South Carolinians. Major Anderson made a gallant defense but his force was too feeble to rewith the 8000 against him. He refused to surrender at first, but was finaly prevailed to do so. He was then allowed to evacuate with his force bag and baggage in the steamer Baltic having been conveyed there from the fort in the steamer Isabel, and sailed for New York. None were killed on either side a most remarkable fact in modern warfare. The whole North are aroused to support the goverment and avenge the insult. Jef Davis has offered letters of marque for privateering, but it will be rather dubious business for any one to embark in.

Virginia has seceeded and other states are preparing to follow. There will be exiting times this summer but Old Abe must stand up manfully. he will have men and money to support him in any quantity.

I did not recieve a letter, but one of my correspondants very thoughtfully send me a paper with the latest news. Next mail will probably bring us exiting news of a collision between the hostile forces, and commencement of civil war in good earnest. The most humane policy will be to crush it out by an overwhelming force, and end the struggle at once.

The Calypso came in this afternoon and anchored near us, also a French sloop of war came in yesterday. Several merchant ships came in and sailed during the week.

Sund 26th, There has been very little excitement the past week, but the usual tenor of our way has been somowhat varied by caulking the outside of the ship, which was an absolute necessity the oakum being entirely exposed in some of the seams. It is a very expensive job out here, and Uncle Sam will shrug his shoulders when he pays the bill. The men have had a dirty job scraping the seams, and no doubt will rejoice when it is finished.

Callao.

May - The master at-arms was disrated and two months pay taken from him this week for insolence to the 1st Lieut. Benson will take the vacancy and will no doubt fill it with satisfaction to all.

The anniversary of Queen Victoria's birth-day occurred on Fri. The Calypso dressed ship and fired a national salute at 12 M. which was responded to by the French Admiral and Castle. Some of the English vessels were finely decorated for the occasion.

One of our boys took French leave this week being dissatisfied with his treatment by the mess. I hope he will keep clear of the ship for he is a complete block ~~ad~~ head in anything pertaining to the culinary department.

I visited the Dupay-Trouin this afternoon with some of our officers and had a very pleasant time while on board. A gentleman from ashore acted as interpreter for both sides, or we should have been obliged to use our eyes alone, none of our officers understanding ~~English~~ French. and the Chief Engineer of the French Ship understanding nothing but French. The ship is kept in very neat order throughout, everything in perfect order so far as we could observe, the battery particularily was a model of neatness and order. The lower gun deck has a heavy battery of 9 inch guns, on the upper gun deck the guns are much lighter while the greater part of the spar deck guns are the old fashiond carronades on slides. The officers were all in full dress with epaulettes, which gave the quarter deck a very showy appearance. I was told that it was the custom on Sunday. A number of ladies were also on board the guests of some of the officers. The position of Chief Engineer in the French service is far beneath the same office in the American, both in pay and rank. The assts are petty

May. – officers having no rank or position like our own service. The Chief's rank is about the same as that of forward officer in our navy. His quarters are on the orlop deck forward of the smoke pipe and not very elaborately furnished. From what I could observe he has no connection with the Ward Room. Johnny Crapaud is behind the age in this respect. for nothing would be lost by elevating this officer to an equal position with the others. And according to him the honors and privileges which the importance of his department would seem to require.

The engines are direct back acting with no striking novelty about them. I learned they were Napier's of Glasgow. but I cannot vouch for the truth of the statement. I would liked to have seen the officers quarters. but our brief stay forbid. We passed the bake shop in our rambles about the ship; where fresh bread is baked twice a day for Jack. I was much pleased with my visit and the attention we received. and I hope to have the pleasure of going to sea in a large ship at some future day where there is some life and excitement and where there is less of the little narrow mindness so much displayed on board of our small vessel.

Sund June 2d, Another steamer with twenty days later news from the states arrived to day. to the great satisfaction of all on board. The war feeling is rampant at home. Troops marching. guns firing. flags flying from every prominent public building in the nothern states. volunteers enlisting, and every form of the dread and stern pageantry of war. A strict blockade is to be maintained in all of the southern ports. and a large army is being concentrated at Washington with a view of descent on the southern states and crush out the rebellion there. The U S forces have destroyed an immense deal of property at the Gosport Navy Yard, including the fine frigate Merrimack. and all the other ships laying there. to prevent them

Callao.

June, falling into the hands of the secessionists. It is sad to learn of the destruction of so much property for no purpose, but war is no sparer of persons or articles. The old Penn is gone too, a vessel that might have been converted into a powerful floating battery by sending a sufficient force to work her battery.

We have orders to leave immediately for Panama. and the order was passed to go to sea on Wednes if the ship could be got ready in that time. That is good news for I have staid here quite long enough.

The Brazillian Minister visited the French ships today and was received with the customary salutes.

Our men were much excited by the appearance of a naked man at the port gangway this morning, having swam from an American ship some distance from us. He came for protection, but he afterwards returned to his ship with the captain who came for him in his boat.

The week has been a very quiet one, nothing of any interest occuring to vary the monotony of our daily life here.

Tues 4th, We got under weigh this afternoon about 4 P.M, and sailed for Panama. A large crowd of bummers came on board to see us off, and some of them imbibed very freely. Some of our officers were not far behind especially the valaint cannonier, who was drunk as a beast. The 1st luff was in a very improper state for such an officer to be in. We got away under steam after some delay in getting enough to start the engines. and the bummers left to my great satisfaction.

Wednes 5th, A light breeze all day all sail set, steam up. the engines making from 50 to 60 turns logging 7 and 8 knots. The cannonier and 1st Luff indulged in a small row during the midwatch

Jeune last night and the former was sent below. He was on duty this afternoon however, but his experience in the Navy is limited. The Gunner's mate has been filling the cartridge boxes with ball cartridge and caps this afternoon, so we shall be prepared for a brush if anything occurs to occasion one.

Lat 10° 09' S
Long 78°-52' W

Thurs 6th, Steaming steadily all day, with a fine breeze from the southward, all sail set. We sighted the Lobos Islands and passed within a few miles of them. There was some dispute about the title of them when Webster was Secretary of State, but Peru proved a prior claim and retained possession of them. A sail was in sight about dusk but her character could not be made out. The engines have run remarkably well since leaving port, but the condenser acts very erratic in delivering fresh water. A little investigation by some of the senior Engineers might reveal the cause of its non delivery of fresh water.

Lat 7° 27' S Long 80° 33' W

Fri 7th, The fires were hauled this afternoon and the screw hoisted, once more. We have a fine breeze this evening and the old boat is measuring off Lat in fine style. We like to run down a small craft last night, his light being hid under a bushel. He produced it after a while but doused it again after we passed him. The men were called to general quarters and exercised in applying preventer braces, stoppers and other rigging to the spars. A fine breeze and smooth sea, making 7 to 8 knots.

Lat 4° 16' S
Long 81° 40' W

Pacific Ocean.

June. Sat 8th, We passed near Plata Island this afternoon, but not near enough to observe it very closely. An American whaling barque passed us steering S. The engines work very well after their rest, although they made some noise when first started. The weather is very fine, and is getting uncomfortably warm.

Lat. 1° 54' S
Long. 81° 20' W

Sund. 9th, Steaming all day with a fresh breeze on port quarter, all sail set, making 8-4 to 10 knots the most of the time. Several turtle were seen during the day probably on a sea excursion for their health.

Lat. 1° 25' N; Long. 80° 56' W

Mond 10th, Nothing of any importance occured to day; engines working well.

Lat 5° 01' N
Long. 80° 24 W

Tues 11th, Panama Bay.

We arrived here this evening at 7 o'clock, and anchored near the coal station and store ship Warren. A boat from the Saranac boarded us before we anchored, and gave us some very startling rumours in regard to the troubles at home, and the destination of our ship. We were to leave in twelve hours work night and day to get stores and coal on board and other rumours of the same stamp. We are going to Acapulco to protect the steamers while coaling. Anything for a change, after our seven months cruise in Callao. I think we shall have a pleasant time for a few months. We recieved news of very late dates from home, where the war feeling is now at its pitch; The next mail will no doubt bring news of an engagement between the hostile

June. – armies. A host of resignations have taken place, and for a wonder many want to come back again. I recieved a letter from home with good news, and one from ~~some~~ a friend in Boston with items and personalities in full.

The Engineer Corps is being augmented by 1st, 2d, and 3d Assts. which will have to reduce our chances of promotion. I hope they will get but very few, and those of good abilities.

Lat. 8° 02' N Long 79° 34' W.

Sat 15th, Under weigh once more, and bound for Acapulco to protect the mail steamers from any privateers that may presume to attack them when coaling. It has been very hot and sultry since we arrived, the ship being more like an oven than a habitation. But little rain has fallen, and that in the day time. I have been ashore obtaining stores for three days. and I am heartily sick of Panama. We were sworn to support the Union on Wednes 12th, Capt Ritche administering the oath to our commander. and he in turn to the officers, not one hesitated to take it. The crew took it by acclamation. We mustered with our side arms during the ceremony. Secession appears to be at a discount just now. and some of the advocates on this ship have curtailed their opinions very much since 200,000 men were called out by the goverment. Southern Chivalry. Bah! The Orizibo came in from San Francisco this morning with the mails and passengers for the States. She brings many papers also, but I have not seen any yet.

We steamed over to the Saranac to ~~land~~ leave three men who are on the sick list. They will be sent home by the next steamer where the poor fellows will

June — will leave their bones.

Sund 16th, Steaming down Panama Bay light breeze ahead sea very smooth. The land on the starboard side has been in sight all day, and at 11 A.M. we rounded the southernmost point and steered away for the westward. The Guatemala passed us at midnight on her upward trip. The Condenser delivers no fresh water to the great disgust of the Ass't Eng'rs on watch.

The crew have nobly contributed about $250.00 for their sick shipmates who went home this week, an act that will redound to their credit forever. There is more practical charity among seamen than in many of the pompous societies at home, where charity is bestowed in many instances for the publicity of the act; All honor to the gallant men who have so generously come forward to the assistance of their bretheren.

Lat 7° 11' N Long 80° 30' W

Mond 17th, A miserable nasty squally day, raining nearly all of the time, and keeping the hoods on which made the steerage as hot as an oven. This is the kind of weather to expect in these latitudes. The engines work miserably and require constant watching.

Lat 7° 57' N Long 83° 12' W

Tues 18th. Quite a pleasant day, contrasting most favorable with the weather last night. I had the watch from 8 to 12 midnight, and its recollections will not soon be effaced from my memory. The rain poured in torrents for the first three hours deluging the engine and firerooms, filling the oil cups with water, and making the place as disagreable as it possibly could be.

The watch on deck had a most forlorn time, but very fortunately there was no sails to handle, so they made fair weather under the poop and forecastle.

June — The Gopher recieved some severe knocks during the rolling of the vessel. which was probably a new sensation to him.

Lat 9° 9' N Long 85° 44' W

Wednes 19th, A fine pleasant day with a fresh breeze nearly ahead. The fore and aft sails have been set part of the time, but the wind has been too sharp to use them much. Engines not working very well. Distance from Acapulco 770 miles, nearly one half the distance (20th) Lat 11° 38' N Long 90° 27' W

Thurs 20th, A fine clear day with heavy ground swell from the S. which causes the ship to roll very deeply. (19th) Lat 10° 30' N Long 84° 14' W

Fri 21st, A beautiful day heavy swell from the S. Distant from Acapulco 460 miles. Very dull on board. Lat, 12° 45' N Long, 92° 54' W

Sat 22d, A very fine pleasant day. Wind W, very light. Heavy ground swell which makes the ship roll deeply. Saw large shoals of skipjacks

Lat 13° 53' N Long, 95° 24' W

Sund 23d, A rainy wet, no wind, and the sea almost as smooth as a mill pond. Land was seen on the starboard beam this afternoon but very distant. Our distance from Acapulco was only 137 miles at noon, so we shall be in tomorrow if nothing occurs to prevent. This afternoon the outboard valve of the cut off of the forward cylinder became detached from the stem fell into the steam chest and stopped the engine instantly. The steam covers were removed from both chests and the cut off valves taken out of the forward engine: only one could be removed from the after. The steel stems were found to be very much corroded, so much so that it would be very unsafe to trust the

Drive, thread for adjusting the slides. The old trap is getting to be wheezy and asthmatic, but it is owing to the indifference and neglect of those who have charge of it. I think I could do better myself, after a little experience in one or two other ships. The men had a hot job for five hours in repairing the breakdown. Several sea lawyers made their appearance around the stern, after the screw stopped, and one was hooked and ironed, but he got away to the great disgust of those on the poop.

Lat. 15° 18' N Long. 98° 00 W

Mond 24th. Acapulco Mexico.

We arrived this afternoon about 3 P.M. after a run of 7 days from Panama, the longest time we have yet steamed without stopping for a few days. The detention last night was vexatious, and after the engines were running finely the water valves must give away and another hot job with two hours longer detention was kindly vouchsafed us. However we were quite fortunate afterwards, and made the port this afternoon where we found the Cyane and several coasting craft. The harbor is an excellent one, completely land locked on every side by high hills and mountains that protect the shipping from heavy gales of wind. The water is deep and no reefs or shoals to endanger navigation. A fort on the north side on a high bluff commands both harbour and town. The rainy season has commenced in good earnest, for we had a perfect shower bath ever since we arrived. The weather is very hot here, but not so bad as Panama, a cool breeze generally prevai during the afternoon. The scenery around the harbor is grand and beautiful, reminding me somewhat of Rio. Provisions are high so we are told, which will have a tendency to keep down mess bills.

Acapulco.

June - Tues 25th. I made a visit ashore today partly professionally as caterer and partly for my own gratification to see the manners and customs of the Mexicans. The buildings are mostly of one story built of adobe bricks and whitewashed. the roofs covered with tiles. A low wall is put up in front of many of the better houses, forming a small yard or area more properly termed which is kept most scrupulously clean. The streets remind one of the early days of paving by their primitive appearance. but as everyone goes a foot or rides horseback. this inconvenience is not perceived. There was some kind of a holiday called San Juan's day which the people were celebrating by extra cock-fighting and horse racing with fandangoes in the evening. I visited the cock pit where this sport (?) is carried on in its highest degree. The birds make short work with each other with the long keen gaffs fastened on their natural spurs. The only exitement about it is the stakes. and as it gratiffies two common features of the Spanish character gambling and blood. it forms an indespensible institution to these towns. The more manly and elevating sport was the horsemanship one one of the principal streets. where the young men congregated with their horses finely caparisoned according to the means of the owner, and riding down the road for a mile in couples with one arm around each other's neck. and driving the horses side by side at a furious gallop. They maintained their seats with marvellous skill. during these headlong races. and presented a very exciting scene. Several unfortunate curs and pigs got some severe knocks as they *would* get in the way.

The streets are very clean the constant rains washes away all the dirt that ever collects: then the cleaning committee of buzzards, pigs, goats and curs, contribute greatly to the purification of the town. The people are all dark as the Cholos of Peru. but they appear much more intellige

June. than that race. which is not saying much for them. A little more enterprize and industry would add vastly to their wealth and resources. The Yankees have got to take charge of this country before it is properly developed. The steamers ~~spot~~ stop here to coal and take in provisions which makes some business for the natives. and permits us to to see our own people often, as well as to hear from every ten days. With patience and philosophy I think we will pass a few months here very agreeably.

Wednes 26th; The Orizaba touched here with here crowd of passengers for California. who cheered our ships most lustily as they passed. A great many ladies were among the passengers. We received our mail with ten days later news. No fighting yet.

Fri 28th. The Sonora came in this morning on her trip to Panama. She has but few passengers. but they were of the patriotic stripe. and gave us three cheers.

The Cyane exercised her p battery at target firing this afternoon waking up the echoes of the hills around.

Sund 30th, A very quiet day onboard. last night it rained great guns for several hours. and it ommitted to clear away untill late in the forenoon. The men were treated to a swim this evening which was highly enjoyed by the tars. Such a favor would hardly have been granted to our lads if the Cyane had not set the example.

July Thurs 4th, A marked day in our cruise. For once we have fired a salute. a feat that was accomplished in a very satisfactory manner, considering that we had but 4 guns to do it with. The Cyane thundered away with her 18 guns in true man of war style. finishing her salute long before us. With a little practice the guns crews could fire with more rapidity, and make a finer effect. A little powder burned in this manner when

Acapulco.

July   we enter a port would ensure more notice than we have generally had since we left the states.

The men celebrated the day by extra dinners in each mess, of fowl roast pig &c. which was the best they could do under the circumstances. The main brace was spliced in the afternoon, and an extra tot given to the Engineers by the Ass't Engineers. For myself the day passed quietly enough reminding me more of Sunday than our national holiday. No doubt they are celebrating it with different feelings in the states where thousands of armed men are impatiently awaiting the conflict that will decide the destiny of our country whether we are to be a nation or not. God speed the right, and aid our Union loving citizens in crushing out this disgraceful rebellion.

The Cyane fired upwards of one hundred rounds last evening with blank cartridge, and sent up some rockets with one or two blue lights. The display was very fine, and reverberations of her cannon added much to the grandeur of the scene. I hope this will not be the last Fourth that we shall celebrate, (and I will close with a health to my country and the Union, and confusion and defeat to the rebels who are now desolating the land.

Sund 7th.   Another mail from home last eve with ten days latte later news. & I recieved two letters and some papers with the latest news. There has been some sharp skirmishing, with losses on both sides, but the U.S forces appear to have the best of it taking everything into consideration. Scott is playing a deep game, and Jeff must look sharp or he will be caught. I went on board of the steamer last night to see some of our country people, especially the ladies. I was not very much gratified with the display of beauty among the passengers, the greater part being rather passé. It was a gratification

July nevertheless, to see people who could speak our language once more. We learned that the Wyoming was coming up the coast again to cruise off San Francisco. Capt Riche is acting the Flag Officer with a firm hand in disposing the various vessels on the station. Possibly the Lancaster may vary the programme when she returns.

We have had a quiet time reading our papers and letters to day, but the news indicate anything but quiet times at home.

Mond 8th; Steamed up this morning and came out to look for any suspicious vessels, and more particularly the mail steamer now due from California. The fires were banked during the forenoon and we sailed slowly to the northward under easy sail with a fresh breeze from the southward. The day has been very fine indeed with nothing to vary the routine of duty on board.

No signs of the steamer at sunset. The engine worked very stiffly when first started, making some very suspicious noises and moans during the first few turns. Everything commenced to heat after running a short time and the water had to be turned on to prevent stopping.

Tues 9th; We are back again after our cruise without seeing the enemy in any form. A small sloop passed us in shore during the forenoon. The steamer saw our lights last night about 8 o'clock and sent up a rocket but we saw nothing, I was told that they carry no lights now so as they will not be seen by any of the freebooters. She coaled here last night and proceeded on her voyage. A commet was visible last night attracting the attention of everyone. We turned about at 10 o'clock after much delay in getting the fires in good order. The bituminous coal burns very well, and after the firemen have had a little experience

July. in managing it. they will obtain better results. The devil got into the engine last night and they had to stop an hour and arrange matters again.

Sund 14th. A very quiet day. hot and close with plenty of flies to annoy us the whole time. We returned Tues and learned the steamer passed us in the night, but we did not see her as she carries no lights now. They saw our lights and sent up a rocket but our lookouts did not see it. Her name was the St Louis. a new vessel recently sent out here. We have had a very quiet week with nothing to do to pass away the time.

Mond 15th. The Lancaster arrived this afternoon from the Sandwich Islands 28 days out. She took us by surprise being unexpected by the officers. The Capt went on board instanter. and remained untill near sundown to the great disgust of the 1st. Lieut who appeard very anxious to go on board himself. Our papers and advices were very acceptable to them. their latest dates being May 1st! She makes a very fine appearance alongside of our little craft. The Cyane saluted the Flag which was returned by the Lancaster. with 7 guns

Sund 21st. Quite an exciting week in naval circles. The Wyoming arrived on the 16th the day after the Lancaster. increasing our squadron to four vessels here in Acapulco. The W brought some interesting news to the Engineers. Chief Engr Whipple. has been ordered home from the W. and 1st Asst Peltz is now in charge Our Chief Mr Fithian is to be ordered home also. and the senior Asst is to have charge. Two new 3ds have come out to fill the vacancies occasioned by the Chiefs going home. Mr Munroe to the Wyoming, and

Acapulco.

July — Mr Montgomery to our ship. Mr Fithian's orders did not come up in the W. so we have a spare Engineer for a few days untill the steamers arrives. when he will probably depart for home. The object of this movement by the Department is to obtain the services of the Chief Engineers in constructing the engines of the new gunboats and sloops of war ordered by Congress. The 1st Assts on the Lancaster were in a great flutter in consequence of this change, as they expected to take charge of the gunboats. The Flag Officer however did not think it expedient to make any for the present, so they will have to enjoy the glory in perspective. The Wyoming is in charge of 1st Lieut Murray. Capt Mitchell having been dismissed at Panama. The Master two Middies and one Asst. Engr resigned also at the same time, reducing the officers very much. She has only one Lieut now, but the vacancies will probably be filled after she arrives at San Francisco. The Flag Officer inspected our ship and the Cyane, one day the past week. Our ship done much better than the first time, and pleased the Com very much.

A number of changes took place befor the Le went out. on account of officers invalided home. One Lieut and the Surgeon from the Cyane and the Carpenter from our ship. A Lieut and Asst Surgeon from the Lancaster were ordered to fill their places. The crew of the Le cheered Mr Fitzhugh tremendously as he left the ship. and the two officers from the Cyane recieved the same compliment. The oath was administered to the officers and men of the Cyane by the Flag Officer. The men at first refused to take it unless the 1st Lieut was sent out of the ship, but were induced finally by a short address from the Flag Officer. The Lieut is detested by the whole ship's company for his brutality, and narrow

July – overbearing disposition, but it would be a very imprudent step for the Flag Officer to remove an officer instanter under such circumstances, for Jack would become very arrogant, and there would be no limit to his demands, hereafter.

The Lancaster sailed last evening for Panama, and the Wyoming for San Francisco, where she will remain for the present, so we are Flag ship here once more The Cyane will go to sea next week and then we shall be alone in our glory which is not very brilliant in this port.

Sund 28th, The steamer arrived Fri from Panama with ten days later news from the states. There has been some fighting but no decisive action except one in Missouri where the secession movement has met with a severe reverse at the hands of the Federal forces. From the present position of the armies, an engagement must take place soon. Success to the Stars and Stripes. Mr Fithian's orders came, and he will left in the Golden Age yesterday morning at 3 o'clock. Mr Frick will assume charge untill further orders. An American bargue arrived from San Francisco this week with provisions and lumber. Everything is very quiet here, and tomorrow when the Cyane leaves, we shall have everything to ourselves.

Aug Sund 4th; The Cyane went to sea Mond morn, bound to San Jose leaving us alone for a short time. The week has passed very quietly with us. The divisions went ashore and exercised one forenoon on some very rough ground. Probably they will try the parade ground next time they go. The sick list is very large for our ship. The climate does not agree with the men very well.

A party of ladies and gentlemen came off and visited our ship the other day, which occasion was improved by some

Aug.— of the small fry officers to get silly tight, and when the party left the ship a ridiculous scene ensued betwee the gentlemen? of the party and the officers refered to. hugging and embracing like some young school girls on vacation day. The spectacle was very amusing to the men who laughed and jested about it for the remainder of the day.

To day the party ashore give a return entertainment to some of the striplings who attend. when it is hoped the young blades will behave with more propriety.

Sund 11th.

We made a short run outside Thurs and returned Fri, without seeing the Cal. steamer. A light was seen in the early part of the evening resembling the lighted saloon of a steamer, A blue light was burned on the poop, but no answering signal was made by the stranger. The engines worked tolerably well, thumping heavily though. The sea was very smooth indeed, and the wind blowing fresh making a good draught and comparitively cool in the engine room.

The steamer came in Fri coaled and sailed for Panama. Nothing new from San Francisco. The Uncle Sam arrived Thurs from Panama with ten days later dates. and intelligence of a battle near Manassas, in which the U S forces were victorious. Another heavy engagement will be fought immediately, for the forces are close to each other. Success to the Union boys. The privateers from the south are making a fluttering among the merchantmen. some twenty or more having been captured recently. Woe be to them if our cruisers catch them.

The first death on board our ship since she left the states occurred Fri morning. J Cyrus one of the marines. a fine healthy man died of inflamation of the bowels, and was buried in the afternoon. his comrades firing a volley over his grave. The event seemed to make but little impression on the crew who played their games and carried on their jokes without any regard to the sad event that had taken one away. Jack

Aug. has but little sentiment and a rough way of expressing it. A party of ladies and gentlemen came off from the shore to visit some of our young officers who had formed their acquaintance at some time previous. They were a singular looking company, but are supposed to be the elite of the town, as they are some connection of the Prefect of the town. They were highly pleased with the ship and the courtesys extended to them. A party in a boat serenaded us in the early part of the evening with some favorite Spanish tune accompanied with a harp. At the conclusion three cheers were offered by the crowd, in broken English.